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Population of India.

Referring to the new census which has just been taken in India, and from which it appears that the total population in round numbers is 250,000,000, or something more than five times the population of the United States, the New York Times says: Accustomed as one is from very childhood to regard India as a thickly populated country, these figures still awaken surprise and again renew the wonder that an alien power, thousands of miles away, should govern it without more serious trouble. In many ways there is not a more interesting financial showing made by any nation than the Indian budget of Great Britain, and this year it reaches us by mail simultaneously with the news of this completed census. So much has been published of bankruptcy in Indian finances that the facts which this budget gives, when war expenses are eliminated from it, are a striking testimony to the efficiency of the English Government and the vast resources of its far east country. For the year 1881-2 the budget reckons upon a revenue of over \$354,900,000, and expenditures of over \$350,000,000, showing a clear surplus of nearly \$4,300,000. To reach this surplus, however, Lord Hartington reckoned as income the sum of \$15,000,000—to be paid in annual installments of \$2,500,000—as part of the imperial contribution of \$25,000,000 toward the expenses of the Afghan war, which, if taken out of the reckoning, would leave, of course, a considerable deficit. Lord Hartington in a single paragraph made a most suggestive statement of what the Indian finances would be had there been no Afghan war. For 1878-79, there would have been, he said, a surplus of \$7,619,425; for 1879-80, one of \$17,607,575; for 1880-81, one of \$16,115,870, and for the current year, as we have already seen, one of \$4,275,000. Thus, for the four years there would have been a surplus of \$47,617,870, and the annual famine fund of \$7,500,000 would have been allowed for in addition. What the war actually cost, as we now finally learn, was about \$117,000,000; or more than double what it was reckoned to be, by the disgraceful error of last year. Besides the imperial contribution of \$25,000,000 and the normal surplus of \$47,617,870, to meet this war ex-

pense has required the use of the famine fund balances, some \$20,176,000, and a requisition on the cash balances of \$22,567,300 more.

The "Brown Coals" of the Far West.

The United States Territories and the States on the Pacific coast do not contain any coal of the carboniferous age, but they contain an abundance of the kind of fossil fuel called "Lignite" or "Brown Coal." This lignite, which is found in the earth like coal, and has its appearance and uses, and is, therefore, entitled to be called coal, occurs in greater or less quantities in all, or nearly all the States and Territories between the Missouri River and the Pacific coast. The principal localities where it is most in demand and found of the best quality, are along the line of the Union Pacific and Kansas Pacific Railroads, in the southern part of Wyoming and the northern part of Colorado. It is also abundant on the Northern Pacific Railroad. "Lignite" tends to crumble soon after exposure to the weather. This tendency is the cause of great waste at the mines—all the greater, that those tertiary coals can scarcely ever be made to melt and agglutinate into a firm coke. As ascertained by their analysis, they all contain water in their composition. Hence it is difficult to obtain a strong concentrated heat, such as is needed for welding iron in the forge fire. As a fuel for locomotives and for domestic purposes, including cooking as well as warming, lignite in general answers well. It kindles and burns freely, making a bright fire with a yellow blaze and comparatively little smoke. The odor of the smoke resembles the smell of burning peat.

The presence of iron pyrites in lignite is an objectionable feature, producing danger of spontaneous combustion. These iron pyrites can be removed by washing. Much of the lignite of the Pacific coast is more compact, approaches nearer to true coal and furnishes a better fuel than that of the Upper Missouri. Its great defect, however, is its tendency to crumble by exposure. To convert lignite into good transportable fuel, adapted to manufacturing and domestic uses, is claimed to be feasible. Some recent processes for utilizing bituminous coal dust are soon to be applied to its

reparation, and in this way it is hoped that the vast lignite beds of the West, now nearly worthless, will be converted into valuable sources of fuel supply. —The Tribune.

Cast Iron in Fine Work.

The extent to which cast iron is used in the manufacture of small articles of light and fragile form, such as ornaments and appendages to dress, etc., is rapidly increasing, and the methods adopted in thus utilizing cast iron illustrate the advancement in iron working which the past few years have witnessed. It was supposed says The Metal Worker, that we had no material or means to reproduce such diminutive and fragile articles from cast iron. But recent improvements, both in material and manipulation, prove that we can almost equal the delicacy of what is known as "Berlin iron."

Fine charcoal iron possesses wonderful properties of fluidity when in a molten state; it finds its way into the smallest interstices of the mould, and comes out cooled, a definite reproduction of the imprint of the pattern. So exact is this reproduction that bare lines, to be represented only by very fine wire, come from the mould perfect in form and quite tenuous in texture. Articles of cast iron, cast in a mould of sand, which require fifty or a hundred to balance a quarter-pound weight, are as readily produced here as articles weighing pounds. It may be doubted if any metal is capable of producing more diminutive objects than iron. As instances of the possibilities of charcoal iron in castings, let any one examine the delicate shoe-buckles and belt-buckles, the shawl-clasps, and ornamental hair-pins, called steel, which bear a burnished surface rivalling that of silver. He will find they are of cast iron, very brittle, and showing a bright iron fracture. Quantities of these articles are made in England. They are said to be cast in sand moulds, the same as masses of iron are cast, and that come out as perfect as the heavier castings.

In short the possibilities of cast iron range from the utmost capacity of adjoining cupolas, capable of melting thirty tons, to the hand-ladle that, with ten pounds of metal, pours for a thousand separate articles.

Connecticut and Passumpsic Rivers Railroad.

The following is an abstract of the report of the Connecticut and Passumpsic Rivers Railroad Company for the year ending June 30, 1881:

Total receipts for year \$774,146 52
Expenses 462,981 61

Leaving net earnings \$311,164 91

From which has been paid:

Coupons on 7 per cent mortgage bonds \$108,075 00
Coupons on 7 p. c. notes 8,610 00
Coupons on Mississippi 6 per cent bonds 24,000 00
Dividend February, 1881, 2 per cent 51,456 00
Dividend August, 1881, 3 per cent 79,245 00
Interest at bank 9,175 87
..... \$275,561 87

Leaving of net earnings for the year not disbursed \$35,608 04
To which add surplus of last year... 8,880 17
Add also premium on bonds sold... 12,819 81

Making a surplus on hand \$57,252 52
Increase in passenger receipts over last year \$14,182 77
Increase in freight over last year 78,269 05
Increase in mails and express over last year... 1,611 24
Increase in rents over last year 56 54
Increase in interest over last year 22,478 94

Total gross increase \$116,598 54
Increase in operating the road..... 31,573 44

Increase in net receipts over last year. \$85,026 10

The tonnage as compared with last year was:

	1880.	1881.
Total tons.....	219,604	308,935
Tons carried one mile....	18,670,452	19,726,622
Trains, mileage.....	449,978	525,171
Passengers carried.....	168,934	176,318

During the year there has been added to the equipment of the road 140 freight cars, costing \$68,700, which have been paid for by the sale of 687 shares of stock, making the whole stock now issued 24,444 shares. Locomotives and other stock, as well as the stations, &c., have been kept in excellent repair, \$8,543 having been expended upon the joint passenger station at White River Junction. The gravel train has been run more than two months since the opening of spring in ballasting the road; 1,500 tons of steel rails have been laid in the track, 5,784 rails taken up, welded and relaid, and 86,290 new ties have been put into the track during the year. Workmen are now laying 2,000 tons of steel rails, which will go into next year's account; when these are all laid there will be only about fifteen miles more to be laid to furnish continuous steel rails from Newport to Wells River, where the heaviest traffic passes, and more than one-half of the Mississippi road will also have steel rails. The report concludes as follows:

The long struggle we have had to obtain an efficient through line to Montreal and other points on the St. Lawrence River is over, and the thing is accomplished. We have now, through the means and great energy and perseverance of the Hon. Bradley Barlow, owner and manager of the Canadian line of roads with which we connect at N. wport, a well-established line to Montreal,

and embracing the line of roads on the north shore of the St. Lawrence River, which is developing a larger traffic than we had anticipated, and which we think is likely to increase and be permanent. Our relations with all connecting roads are of the most friendly nature, and the prospects for business the coming year are encouraging.

Chicago and Northwestern Railway.

The report of the Chicago and Northwestern Railway Company for the year ending June 30, 1881, recently sent to the Railroad Commissioners of the State of Wisconsin, shows the total miles of road to be as follows: in Wisconsin, 750.48; Illinois, 500.15; Michigan, 212.10; Iowa, 683.41; Minnesota, 414; Dakota, 247.61—a total of 2,807.85. Of this amount 487.50 miles are broad and 113.88 are narrow gauge. The company has also 440.19 miles of sidings. Total income, \$19,969,335 42; operating expenses, \$10,191,868 14; excess of income over operating expenses, \$9,777,467.28; taxes in Wisconsin, \$156,057 05; taxes in other States, \$298,568 35; rentals, \$1,412,287 85; interest on bonds, \$3,695,548 16; dividends on preferred stock, \$1,515,046 75; on common stock, \$905,226; sinking funds, \$98,120; surplus for the year ending June 30, 1881, \$1,576,655 62. Capital stock, \$58,568,160 53; bonded indebtedness, \$57,471,000; unfunded and floating debt, \$5,600,736 18; total of stock and debt, \$121,689,886 71; capital stock per mile of road, \$25,241 19; bonded indebtedness per mile, \$24,768 35; unfunded debt per mile, \$1,994 67; total of stock and debt per mile, \$52,004 21. The earnings of the road for the year were: from passengers, \$4,198,342 12; from express, &c., \$315,122 69; from mails, \$324,352 49; from freight, \$14,978,712 05; total, \$19,516,529 35. The earnings per mile of road operated for the year were \$7,427 60. The equipment of the road is as follows: locomotives, 476; passenger cars, 207; baggage, mail and express cars, 118; parlor and dining cars, 7; other cars, 16,581.

Chicago and Atlantic Railroad.

Gen. Smith, one of the contractors for the construction of the Chicago and Atlantic Railroad, gives the following description of that enterprise:

The company was organized in 1873. It made but little progress and the project remained at a standstill until March, 1880, when the scheme was revived, and Gen. Smith and Mr. Covant contracted with the company of which Samuel B. Smith of New York is President, to construct and equip the road from Marion, O., to Chicago. Stock to the amount of \$10,000,000 was issued. The issue of bonds was fixed at \$8,500,000. The bonds were quickly sold, and the entire subscription money is now in bank in New York. The road is intended as a western outlet for the Erie Railway. When completed to Chicago the Erie will have a continuous line over its own roads from New York to Salamanca, the Atlantic and Great Western to Marion, O., and the Chicago and Atlantic to Chicago. The new line from Marion to Hammond, Ind., 242 miles, will involve an expenditure of \$7,000,000. This involves equipment, station buildings and round-houses. At Hammond, which is 22 miles from Chicago, connection will be made with the Chicago and Western Indiana Railroad, which is now under contract for extension to that point. The route is now located the entire distance from Marion to Hammond, and grading and bridge-building opera-

tions are in active progress upon every section of the line. The maximum grade will be twenty-six feet to the mile. The entire line from Marion to Hammond will be graded by next spring. No rails will be laid until the road bed is completed. During the months of May and June, 1882, the whole construction force will engage in track-laying.

Gen. Smith said he had already purchased 27,500 tons of steel rails, and gave assurance that the through trains of the Erie Railway will be running into Chicago over this route by Sept. 1, 1882. This is allowing one year for grading, bridging, ironing, ballasting and equipping 212 miles of road. He said the project was being prosecuted upon a plan which is an innovation in railway construction. Not a shovelful of dirt was turned until the \$7,000,000 required for construction had been paid in and deposited in bank. The road will not be opened, as is customary with new lines, in sections or pieces, but will first be perfected and then opened throughout its entire length on a certain day with all operating and running arrangements complete. Gen. Smith thinks the prospects for traffic extremely assuring for the success of the enterprise.

Interwoven Wire Spring Mattress for Sleeping Cars.

An improvement in the building of sleeping-car berths has recently been perfected by Mr. Theodore T. Woodruff, mechanical engineer of this city. An examination of the model, now on exhibition at the Franklin Institute, shows the main feature of the improvement to be in the ready application of the celebrated interwoven wire spring mattress. By this method of construction the fact is patent that the seats and couches surpass those of the cars now so generally in use. Mr. Woodruff claims for his appliances comparative cheapness and durability; increased cleanliness, as the wire will not harbor vermin; and the bluntness of the hair mattress to be used precludes any extended absorption of offensive odors from the body. He also claims that, being so much lighter in weight and the model of construction permitting all the bedding to be carried below the seats, the usual disagreeable swaying motion so apparent in the top-heavy sleeping cars is avoided; farther, that as the wire mattress is perfectly flexible and yields to the slightest pressure, any bed spread upon it must be luxuriously soft and refreshing. It is the intention of Mr. Woodruff to apply his improvement to the fitting out of sleeping berths on steamships and sailing vessels, where it must prove of incalculable service.—Philadelphia Record.

The Treasury Department at Washington has been considering an appeal by Clark, Post & Martin from a decision of Collector Hartranft, at Philadelphia, assessing duty at the rate of 2½ cents per pound on certain so-called steel blooms imported per steamers Illinois, May 25, and Lord Gough, June 2, which the Appraiser, in his return, considered as steel in billets valued under 7 cents per pound. Under date of the 6th instant the Department addressed a letter to Collector Hartranft affirming his decision in the matter.

Ground has been broken for the extension of the Housatonic Railroad from State Line to the Lebanon Springs Railroad at New Lebanon, a distance of 12 miles, to give a through line via Bennington, Vt., between New York and Montreal.

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PRINCIPAL CONTENTS.

Population of India.....	1061
The "Brown Coals" of the Far West.....	1061
Cast Iron in Fine Work.....	1061
Connecticut and Passumpsic Rivers Railroad.....	1062
Chicago and Northwestern Railway.....	1062
Chicago and Atlantic Railroad.....	1062
The Railroads and the South.....	1063
Personal.....	1063
Organization.....	1064
The Coal Trade.....	1065
Tidewater Receipts.....	1065
How Queen Victoria Travels.....	1066
Railroad Bond and Share Lists.....	1066, 1074
Philadelphia and Reading Railroad.....	1078
Pullman Palace Car Company.....	1078
Stock Exchange and Money Market.....	1079
Minnesota State Railroad Bonds.....	1081
Illinois Central Railroad.....	1081
Cincinnati Iron Market.....	1081
Railroad Earnings.....	1083

New York, Saturday, September 17, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

At the close of the allotted time, last week, for which applications for space at the Atlanta cotton exhibition could be received, it was found that about 75,000 more feet of space had been applied for than could be furnished. It has been decided however to increase the accommodations sufficiently to meet the requirements of the late applicants. The enterprising and liberal spirit which the managers of the exhibition have shown throughout has deserved the success which now seems assured to Atlanta's great fair. Excursion tickets good to return within thirty days from the date of purchase, from this city to Atlanta, will be sold during October, November and December for thirty-six dollars.

Answers to the question that is frequently raised as to what is the basis upon which capitalists rest their Mexican expectations it is mentioned that Mexico has produced in a year \$23,000,000 in silver alone at a time when the annual product of some of the other silver producing countries was as follows: Peru, \$6,240,000; Buenos Ayres, \$4,850,000; Brazil, \$4,360,000; New Granada, \$2,990,000, and Chili, \$2,060,000. Considerable reliance is

also placed upon the agricultural development which is naturally expected to follow the introduction of railroads. What Mexico has produced heretofore has been accomplished without systematized effort and under no considerable disadvantage politically, and for what she can do in the future, the past is not an authentic index. But the lavish bestowal of subsidies is the most threatening influence now upon Mexico's credit and future prosperity, and grave apprehensions are justly felt as to her ability to discharge her enormous obligations.

The Railroads and the South.

Immigration to the South will doubtless assume during the next year a more active character than it has ever before exhibited. For some time railroad men and others interested in Southern development, have been studying and planning for the adoption of such means as would tend to turn southward a fairer portion of the tide of immigration that is flowing so freely to our shores. Especially is this seen in the policy of the management of some of the leading railroads extending through the South Atlantic States. Encouraging results have followed the efforts put forth to draw settlers to that section, and to the enterprise of railroad managers a large portion of the promising outlook in this direction must be attributed.

The Railroad and the State have had to work together to remove prejudices and to offer inducements to settlement; and it must be admitted that without the practical and substantial aid of the railroads the representatives of the people would have had a hard and barren work on hand, notwithstanding that the State policy has in the main been liberal. The great cotton exposition about opening in Atlanta, Ga., will do much to draw attention to the resources and advantages of the South, and this agent itself owes much of its power and usefulness to the hearty co-operation and substantial aid which the railroads have given it from the outset.

The one great difficulty that has stood in the way of Southern growth in the past has been the lack of enterprise and liberality of thought in making known to the world the attractions of that country and its wealth of agricultural and mineral resources. The fact that announcements made now concerning those resources are received with something of surprise, is evidence of the comparatively little that has been done heretofore to make known the inducements offered there to capitalists and settlers. There has been an unfortunate dearth of reliable information published concerning the material interests of the South, and the best of that which has been published has been issued by State or railroad officials rather than through the enterprise of the press or private individuals. Political prejudices are fast fading away at the South, a new im-

petus has already been given to her industries and her development promises to be measured only by local enterprise, in which the railroads will prove powerful supporters as they have proved willing and far sighted leaders.

Railroad Earnings.

Central Pacific, month of August, \$2,059,000; August, 1880, \$1,973,437; first eight months 1881, \$14,711,544; corresponding period last year \$12,318,198.

St. Paul, Minneapolis and Manitoba, four weeks ending August 31, \$414,054 24; corresponding period 1880, \$232,579 40; from Jan. 1 to August 31, \$2,750,723 60; corresponding period 1880, \$1,942,670 20.

Chicago and Grand Trunk week ending Sept. 3, \$29,685; corresponding week 1880, \$26,531.

Denver and Rio Grande first week of Sept. \$138,092; corresponding week 1880, \$80,517; miles now operated 933, operated last year 541.

Great Western of Canada week ending Sept. 2, \$100,867; corresponding week 1880, \$101,439.

Indiana, Bloomington and Western, week ending August 31, \$3,299,772, corresponding week 1880, \$31,822 46; month of August \$117,956; August 1880, \$116,731 99.

New York and New England, month of July, gross earnings, \$240,826 57; operating expenses, \$156,729 53; net earnings, \$90,091 04; month of August gross earnings, \$267,514 58; August 1880 gross earnings, \$249,565 23.

Personal.

Charles A. Nimmo has been appointed general ticket agent of the Troy and Boston Railroad.

T. A. Phillips succeeds Major R. G. Butler as general manager of the Toledo, Delphos and Burlington Railroad.

Francis S. Lathrop, Receiver of the Central Railroad of New Jersey, who has been seriously ill at his house at Morristown, is reported to be convalescent.

W. S. Lincoln, of Springfield, Ill., has been appointed chief engineer of the Wabash system of roads, with headquarters at St. Louis.

Receiver King of the Ohio and Mississippi Railroad, it is said, having withdrawn his resignation and asked for an investigation of his management, the petition of Messrs. Pearsall and Chapman filed before Judge Matthews at Cincinnati has been withdrawn.

The following are among the more important of the official changes in the branch lines of the Pennsylvania Railroad recently reported: L. K. Lodge, formerly superintendent of the Central Division, has been appointed superintendent of the Philadelphia, Wilmington and Baltimore Railroad, which also embraces the West Chester and Philadelphia, and the Philadelphia and Baltimore Central Railroads. Mr. Lodge has his headquarters at the West Chester Depot, West Philadelphia. William A. Baldwin who occupied the position of General Superintendent of the Philadelphia and Erie Railroad Division, has been transferred as manager to the Pennsylvania Company, which embraces the leased and controlled lines west of Pittsburg and Erie. Mr. Baldwin has his headquarters at Pittsburg. He is succeeded by Robert Neilson, as General Superintendent of the Philadelphia and Erie Railroad Division. Mr. Neilson was formerly Superintendent of the Elmira and Canandaigua Division of the Northern Central Railway. By this change he also becomes General Su-

perintendent of the Elmira and Canandaigua, and the Susquehanna and Shamokin Divisions of the Northern Central Railway, with headquarters at Williamsport. Spencer Meade assistant engineer on the Middle Division of the Pennsylvania Railroad, has been made Superintendent of the Elmira and Canandaigua Division of the Northern Central Railway. His headquarters are at Elmira. A. B. Starr, Assistant Superintendent of the Philadelphia and Erie Railroad, is transferred to the Superintendency of the Shamokin Division of the Northern Central Railway, in place of L. K. Lodge. E. B. Taylor, Superintendent of the West Pennsylvania Division, is transferred to the Superintendency of the Pittsburgh and Columbus Division of the Pittsburgh, Cincinnati and St. Louis Railway; and Mr. A. P. Kirtland, Assistant Engineer of the West Pennsylvania Division, is promoted to be Superintendent of that Division.

Organisation.

Charters have been issued at Harrisburg, Pa., to the Pittsburgh, Rochester and Sharpsville Railroad—capital, \$725,000; and to the Mt. Pleasant and Latrobe Railroad, Westmoreland County, \$130,000 capital. Archibald Hutchinson of Pittsburgh, president.

A charter has been issued at Harrisburg, Penn., of the Delaware and Slatington Railway Company, with \$300,000 capital. The new road runs from Slatington, on the Lehigh River, for about 27 miles, northeast to the Delaware River at Portland, just below the Water Gap.

At the annual meeting of the Newport and Wickford Railroad and Steamboat Company the following were elected directors: George Miller, J. N. A. Griswold, George Peabody Wetmore and Davis King, jr., of New York; John G. Weaver, of Newport, and S. H. Vaughan, of Wickford, R. I. George M. Miller was elected president and A. S. Sherman secretary and treasurer.

The annual meeting of the stockholders of the Pullman Palace Car Company was held in Chicago on the 7th inst. 53,000 shares of the capital stock being represented. The following directors were elected: George M. Pullman, Charles G. Hammond, John Crenn, Marshall Field, Amos T. Hall, J. W. Doane and R. P. Flower, all being re-elected except Mr. Doane, who fills the vacancy occasioned by the resignation of the Hon. Robert Lincoln.

A certificate of incorporation of the Cincinnati, New Orleans and Texas Pacific Railroad Company has been filed at Columbus, Ohio. The capital stock is \$3,000,000. The incorporators are Fred Wolfe, Montgomery, Ala.; Charles A. Page, Boston; Theodore Cook, Edgar M. Johnson, Aaron W. Goldsmith, Cincinnati. Theodore Cook has been named as possible president of the new company, with Col. John Scott as general manager.

Articles of incorporation of the South Chicago Railroad Company were filed with the Secretary of State of Illinois on the 9th inst. The capital is \$100,000. It is proposed to construct a road from a point on the Illinois Central between Hyde Park and Grand Crossing to South Chicago. The corporators and directors are W. R. Ackerman, Benjamin F. Ayer, E. T. Jeffrey, J. C. Welling, William S. Maurie and John Dunn.

The directors of the Indiana, Bloomington and Western Railway Company, elected on the 7th inst., are: Austin Corbin, J. R. Maxwell, Henry W. Maxwell, C. H. Odell, E. R. Root, Milton Garrison, L. H. Carhart, F. W. Duntun and Alfred Sully, of New York; J. D. Campbell, of Davenport, Ia.; R. K. Dow, and J. L. Farwell, of Claremont, N. H., and F. W. Peck, of Chicago. The construction of the Eastern

Division to Springfield, O., is rapidly pushing to completion.

The Chicago, Brazil and Ohio River Railroad and Coal Company filed articles of incorporation with the State Secretary of Indiana on the 8th inst. Capital, \$700,000. Directors, Chauncey Hibbard, Arthur Holmes, A. D. Wallick, Fred Schuster, Joseph P. Reford, George B. Gurley and George M. White. The line is designed to run from Jasper, Dubois County, through the counties of Martin, Owen, Clay, Parke, Montgomery, Tippecanoe, White, and Jasper to Hebron, in Porter County. Length, 350 miles.

The Canada Mutual Telegraph Company was organized in Montreal on the 10th inst. with a fully subscribed capital of \$1,000,000. The company will commence immediately the construction of lines all through the Dominion. Its connection in the United States will be the Mutual Union Telegraph Company, whose offices it is erected, will be opened through this country by March next. The officers of the new Canadian company are Charles R. Hosmer, president and general manager; George D. Williams, vice president; A. F. Riddell, secretary and treasurer.

A company has been organized at Fargo to build a line of railroad north from Moorhead to St. Vincent. The incorporators are: Hon. E. G. Comstock, Mayor Burns, A. A. White, W. H. Davy, J. Erickson and others; the object being to build the road running out of Fargo north, and keeping between the Red River and the present line of the St. Paul, Minneapolis and Manitoba route. The matter of securing the right of way and other details are being pushed forward with a view to closing up the whole affair at once, and then commence building the line.

A charter was granted at the State Department, Harrisburg, Penn., on the 9th inst. to the Rostraver Railroad Company, the line of which will run from Bellevernon, Fayette county, on the Monongahela river, to the bank of the Youghiogheny river, near big Sewickley creek, Westmoreland county, a distance of 10 miles. The capital stock is \$20,000. D. R. Davidson, of Pittsburgh, is the president, the other corporators being H. C. Frick, Charles H. Spencer, G. B. Bosworth, Pittsburgh; John Guffy, W. C. Guffy, Westmoreland.

Articles of incorporation of the Chicago, Mt. Vernon and Southern Railroad Company have been filed in the Circuit Clerk's office at Salem, Ills. The incorporators are: Jas. A. Creighton, of Springfield; Geo. M. Haynes, Geo. H. Varnell, Seth E. Crewes, of Mt. Vernon, and Bluford Wilson. The new road will pass from Altamont through Effingham, Fayette, Marion, Jefferson, Franklin and Williamson counties, with a branch from Mt. Vernon through Jefferson and Perry to Tamaroa; the capital stock of the road to be \$3,000,000—30,000 shares at \$100 a share. The survey begins immediately.

Articles of incorporation of the Sierra Iron and Quincy Railroad have been filed in the County Clerk's office, San Francisco. The purpose of the corporation is to construct a two-foot narrow-gauge railway from Quincy, Plumas County, through the Sierra and Mohawk Valleys, by way of Beckworth Pass, to Reno, in Nevada, and a branch to the Sierra Iron mines, in Gold Valley, Sierra County, Cal. The estimated length of the road is 100 miles. The directors are Phillip N. Lillenthal, Charles N. Kohler, Frederick Weisenbaum and Caleb T. Fay. Capital stock, \$3,000,000. Charles Kohler is treasurer and 10 per cent of the capital stock has been paid.

The charter of the Topeka and Rich Hill Railroad Company has been filed with the Secretary of State of Kansas. The route of the proposed road is from Topeka to Ottawa, Franklin county; thence to Ossawatimie, Miami County; thence to Pleasanton, Linn

County; thence to Rich Hill, Bates County, Mo. The directors for the first year are Stephen A. Allen, Pleasanton; D. A. Crocker, Pleasanton; W. F. Dallas, Linn County; Daniel Underhill, Linn County; Reuben Smith, Miami County; H. H. Williams, Ossawatimie; E. H. Brown, Girard; Alfred Ennis, Topeka, and W. L. Parkman, Ottawa. The capital stock of the company is \$500,000, divided into 1,000 shares of \$50 each. The estimated length of the road is 110 miles.

The directors of the Columbus, Hocking Valley and Toledo Railroad elected on the 10th inst. are: J. W. Ellis, New York City; S. Burke, Charles G. Hickox and W. J. McKinnle, of Cleveland; C. W. Andrews, of Youngstown; and M. M. Greene, of Columbus. The officers are: M. M. Greene, president; S. Burke, vice-president; W. M. Greene, secretary, and F. H. Medory, treasurer. The board re-appointed Orlando Smith, general manager; James A. Wilcox, general counsel; George R. Carr, general superintendent; I. J. Janney, auditor; W. A. Mills, general freight agent, and W. H. Harrison, general passenger and ticket agent. The line is now operated in three divisions—the Lake Erie Division, 124 miles; Hocking Valley Division, 118 miles, and Ohio River Division, 83 miles. Total, 325 miles.

A certificate of consolidation of the Cleveland, Columbus, Cincinnati and Indianapolis, the Cincinnati Hamilton and Dayton, the Cincinnati, Hamilton and Indianapolis, the Cincinnati, Richmond and Chicago and the Dayton and Michigan Railroad Companies, was filed in Columbus, Ohio, on the 8th inst. Thirteen directors will be elected at Cleveland on October 20. Capital stock, \$20,000,000, of which \$18,500,000, has been issued. The stock of the new company will be issued upon surrender of stock in the old companies. In the distribution of the new stock, stock of the two old roads will be received as worth the same, and the same amount of the new stock be issued to them. It is certified by the Cleveland, Columbus, Cincinnati and Indianapolis Railroad Company that its present capital stock is \$15,000,000, and its bonded indebtedness \$6,275,000. The present capital stock of the Cincinnati, Hamilton and Dayton Railroad Company is \$3,500,000; its bonded debt, \$10,325,750.

At a meeting of the stockholders of the Tennessee Coal and Railroad Company, held at Nashville, Tenn., on the 13th inst., the following board of directors was elected: John H. Inman, C. C. Baldwin, president of the Louisville and Nashville Railroad; Thomas Evans and B. R. Smith, of New York; Gen. E. P. Alexander, first vice president of the Louisville and Nashville Railroad, of Louisville; George A. Washington, second vice president of the Louisville and Nashville Railroad, of Tennessee; ex-Gov. James D. Potter, president of the Nashville and Chattanooga and St. Louis Railroad; Nathaniel Baxter, Jr.; Thomas O'Connor, G. M. Fogg, A. S. Colyer, James C. Warner, and A. M. Shook, of Tennessee. The officers are: President, Nathaniel Baxter, Jr.; vice president, A. S. Colyer; general manager, A. M. Shook. The capital stock subscribed is \$2,400,000. This is the company which recently purchased the Sewanee coal mines and blast furnaces at Cowan, Tenn., and the branch railroad intersecting the Nashville and Chattanooga Railroad at the latter point.

The incorporators of the Chicago, St. Paul and Omaha Railroad Company, recently organized in Illinois, are George S. Bowen, Elgin, Ill.; Pindar F. Ward, Geneva, Ill.; Holmes Miller, L. D. Brady, Otis N. Shedd, James L. Holden and Isaac N. Hardin, Aurora, Ill. The board will consist of seven members. The company proposes to construct, equip and operate a line of railway from Chicago in a westerly direction to the northern boundary of Illinois. This

line, as projected, will be about 140 miles in length. Another line to be constructed by this company will extend from a point upon the line described, in Du Page County, in a southerly and westerly direction to the western boundary of the State opposite Muscatine. The first of these lines will be designated the main line of the St. Paul division and the second will be designated the main line of the Omaha division of the proposed railway. The latter is projected for a distance of about 150 miles. The company also proposes to construct the South Chicago branch, extending to the eastern line of the State near Lake Michigan, 10 miles; a branch from the main line, near Fox River, to Batavia, St. Charles and Elgin, 20 miles; a branch from the main line in Ogle county to Rockford, 15 miles; a branch from the main line in Ogle County to Polo and thence to the Mississippi River, 55 miles; a branch from Plainfield, Will County, to Joliet and thence to the coal fields in Will County, 35 miles; a branch from Lisbon, Kendall County, to Streator, with a sub-branch to Morris, 35 miles; a branch from the main line in La Salle County to Ottawa, 8 miles; a branch from the main line in La Salle County to the towns of La Salle and Peru, 10 miles, and a branch from the main line to Rock Island and Moline, 12 miles. The capital stock is \$10,000,000.

The Coal Trade

The leading coal carrying companies make the following reports of their tonnage for the week ending September 3, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	186,605	5,726,671	4,916,276
Schenck Canal....	21,269	376,796	280,819
Lehigh Valley.....	112,102	4,167,012	3,238,831
Del., Lack. & Western	91,439	2,769,185	2,174,595
Shamokin Valley....	17,815	710,209	545,674
Central New Jersey	2,795,155	2,198,157	
United R. R. of New Jersey.....	32,708	1,017,586	714,465
Pennsylvania Coal ..	33,329	879,857	670,358
Delaware and Hudson	77,876	2,333,341	1,889,437
Huntingdon & Broad			
Top Mt.....	13,448	345,744	298,283
Penn. and New York.	30,543	1,092,915	809,583
Clearfield, Pa.....	41,053	1,610,666	1,060,018

The total tonnage of anthracite coal from all the regions for the week ending Sept. 3, as reported by the several carrying companies, amounted to 550,156 tons, against 641,823 tons in the corresponding week last year, a decrease of 91,667 tons. The total amount of anthracite mined for the year is 18,115,457 tons, against 14,351,853 tons for the same period last year, an increase of 3,763,604 tons. The quantity of bituminous coal sent to market for the week amounted to 96,953 tons, against 112,053 tons in corresponding week last year, a decrease of 15,100 tons. The total amount of bituminous mined for the year is 3,234,049 tons, against 2,802,039 tons for the corresponding period last year an increase of 432,010 tons. The total tonnage of all kinds of coal for the week is 647,109 tons, against 753,876 tons in corresponding week last year, a decrease of 106,767 tons, and the total tonnage for the coal year is 21,349,506 tons, against 17,153,892 tons to same date last year, an increase of 4,195,613 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending August 27, was 182,872 tons, of which 143,341 tons were coal and 39,531 tons coke. The total tonnage for the year thus far has been 5,849,323 tons, of which 4,250,434 tons were coal and 1,598,889 coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region during the week ended Sept. 3 were 39,080 tons, and for the year to

that date 1,365,331 tons, a decrease of 41,190 tons as compared with the corresponding period of last year. The coal was carried to tidewater as follows: Baltimore and Ohio Railroad—week 26, 840 tons; year, 883,058 tons; increase as compared with 1880, 8,829 tons; Chesapeake and Ohio Canal—week, 8,653 tons; year, 303,501 tons; decrease as compared with last year, 75,548 tons. Pennsylvania Railroad—week, 6,561 tons; year, 177,940 tons; increase compared with 1880, 25,697 tons. The Reading Railroad tonnage for last week ending Sept. 10, was 181,000 tons, of which 67,000 tons were sent to and 54,500 tons shipped from Port Richmond, and 14,000 tons sent to and 13,800 tons shipped from Elizabethport.—(Phila. Ledger, Sept. 12.)

Tidewater Receipts.

The quantity of flour, wheat, corn and barley left at tide water from the commencement of navigation to the 31st ult. inclusive, during the years 1880 and 1881, was as follows:

	Flour, bbls.	Wheat, bush.	Corn, bush.	Barley, bush.
1880.	4,300	16,636,600	20,889,400	47,000
1881.	5,600	9,059,900	10,929,400	48,200
Inc.....	1,300	+7,576,700	+9,960,000	Inc. 1,200
↓Decrease.				

By reducing the wheat to flour the quantity of the latter left at tidewater this year, compared with the corresponding period last year shows a decrease equal to 1,514,940 bbls. of flour.

The following comparative table shows the quantity of some of the principal articles of produce left at tidewater from the commencement of navigation to and including the 31st of August, in the years indicated:

	1879.	1880.	1881.
Canal opened May 8.		April 20.	May 17.
Flour, bbls....	4,100	4,300	5,600
Wheat, bush....	10,916,600	16,636,600	9,059,900
Corn, bush....	8,700,700	20,889,400	10,929,400
Barley, bush....	16,700	47,000	48,200
Rye, bush....	811,200	463,200	131,400
Oats, bush....	776,300	847,700	861,300
Malt, bush....	226,100	571,700	490,300
Feed, lbs.....	488,600	.....	141,200

The Framingham and Lowell Railroad, which was opened to the public in 1871, was sold at public auction September 10 at South Subbury, Mass., on an execution issued in favor of the Boston, Clinton, Fitchburg and New Bedford Railroad Company, for \$379,129 35, and \$83 24 cost of suit. The franchise and property were sold subject to an existing lease to the Boston, Clinton, Fitchburg and New Bedford Railroad Company, and to a first mortgage made to secure bonds to the amount of \$500,000.

Herepath's Railway Journal says it is a remarkable fact that the two best paying lines in England have their terminal at Cardiff, and are both mineral lines. The Taff Vale Railway Company have just declared a dividend of 10 per cent., with 6 per cent bonus, which is equal to 16 per cent per annum, while that of the Rhymney Railway Company is 11 per cent.

The location of the line of the Toronto and Ottawa Railway has been completed. The route throughout is described as a good one, and easy of construction. The measured distance between the points above named is 117 miles and from Peterborough to Toronto via Port Hope 94 miles, making a total from Toronto to Perth via Port

Hope and Peterborough of 211 miles, which will be 37 miles shorter than via Brockville.

How Queen Victoria Travels.

A late number of the London Times gives an account of the recent trip made by Queen Victoria to Balmoral, etc., in the royal saloons provided for such occasions. Superintendents of the railroads always take charge of the trains whenever the Queen travels, and upon the occasion referred to "the utmost precautions were taken for the safety of Her Majesty during the journey, very detailed instructions being issued to the various railway officials for the purpose, and it was distinctly stated that on the occasion none of the public were to be admitted, under any circumstances, to the stations between Banbury and Edinburgh; that the company's servants were to perform the necessary work on the platforms without noise; and that no cheering or other demonstration was to be permitted, the object being that the Queen might be undisturbed during the night journey. The royal train was provided with a complement of fitters, lampmen and greasers, and was preceded by a pilot engine; it was furnished with continuous brakes and electric communicators. A 'look-out man' was placed on the tender of the engine with instructions to keep his face turned to the rear of the train for the purpose of observing signals, and similar orders were given to the guard in the front van."

Twenty of Marden's patent cars, that can be used as coal cars or changed in a moment to a platform car by an ingenious arrangement, are being built at the Boston and Albany Railroad car shops. They are equipped with the Ames patent drawbar, that is self-shackling.

The famous Rigi Railway in Switzerland had more than two thousand people to carry up the mountain in a single day, not long ago, and proved inadequate to the task.

It is expected that the first one hundred miles of the Danville, Olney and Ohio River Railroad, the construction of which is being rapidly pushed, will be in operation very shortly.

There is now a surplus in the Treasury of Georgia of \$332,000, and it is expected that the balance in the Treasury on the 1st of October will be \$561,000. The State is entirely free from debt.

Track laying is now completed on section A, Canadian Pacific Railway, giving a continuous line of rail from Thunder Bay to Eagle Lake, the easterly end of Section B.

The rails are being laid upon the new railroad between Marlton and Medford, Burlington county, N. J., and it is expected that the track will be completed by the 1st of October.

The Rochester and Pittsburg Railroad, which is being pushed with a great deal of energy, is expected to be completed in the autumn of 1882, with a branch to Buffalo.

It is stated that the Minister of Public Works has given orders to survey a direct railway line from Naples to Rome via Gaeta and Terracina.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.).....	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							2d Mortgage.....	547,600	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	Consolidation Bonds.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	600,000	8	"	"	1882	....	Equipment Notes.....	523,000	7	June & Dec.	"	1894	....
Albany and Susquehanna:							Bonds runar. by lease to O. Col.	570,000	6	Apr. and Oct.	"	'81-'88	....
1st Mortgage, 1863.....	1,000,000	7	Jan. & July.	New York.	1888	....	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1865.....	1,987,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	983,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,320,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandria and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1863.....	1,000,000	7	June & Dec.	Philadelphia.	1898	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	500,000	7	Mar. and Sept.	"	1898	....
General Mortgage, 1860.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	1910	....	Bonds of 1879.....	620,000	5	"	"	1896	....
1st M. E. Ext., guar. by P. & R. R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 2d Lien (traf. guar.)	6,986,500	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	2,500,000	7	Jan. and July.	Boston.	'98-'99	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	160,000	7 1/2	April & Oct.	New York.	1898	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1894	....
Ashtabula and Pittsburgh:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. R.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000,000	6	F. M. A. & N.	New York.	1906	....	1st Mortgage for \$2,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1869.....	2,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,115,500	7 1/2	Apr. & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,589	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1892	....
Construction Notes.....	78,000	7	Jan. & July.	"	1893	....	Mort. bonds.....	300,000	7	March & Sept.	"	1896	....
Land Income bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds.....	2,384,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and Southwestern:							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1896	....
1st Mortgage, gold.....	1,633,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,500,000.....	548,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,300	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor:						
Kansas City, Top. & Western:							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	664,000	7 1/2	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C. B. & Q.):						
Income Bonds.....	200,000	7 1/2	"	"	1905	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bos.	1893	....
Pleasant Hill and De Boto:							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	579,500	8	"	"	1899	....
Florence, El Dorado & West:							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	810,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1892	800,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific:							Consol. Mortgage for \$14,000,000	7,608,500	6	"	"	1918	....
1st Mortgage, gold.....	5,510,000	7 1/2	"	Boston.	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	5	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,800,000	7	"	"	1892	....
1st Mortgage preferred.....	4,260,000	7	Jan. & July.	"	1907	....	Calro, Ark. & T. (St. L. I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort. gold (Comp. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol for \$15,000,000	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Calro & Fulton (St. L. I. M. & S.):						
2d Mort. to State (no int. till '80)	4,000,000	7 1/2	"	"	1901	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended.....	306,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	468,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side:							2d Mortgage, end. by Gen. Fac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Gen. Fac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Gen. Fac.	1,000,000	3	"	"	1906	....
3d preferred bonds.....	462,500	6	"	"	'96-'00	....	Camden & Amboy (U. Cos. of N. J.)						
Virginia and Tennessee:							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	967,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	Lynchburg.	1875	....	Camden and Atlantic:						
Funded Interest.....	226,900	8	"	New York.	1880	....	1st Mortgage.....	400,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000	25,000,000	6 1/2	Jan. & July.	N. Y. or Bos.	1916	....	Camden and Burlington County:						
Income Bds. non-cumulative.....	18,760,000	6	April & Oct.	"	1916	....	1st Mortgage.....	350,000	8	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864.....	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort. (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
2d Mortgage (sterling) of 1871.....	713,000	6 1/2	May & Nov.	"	1881	....	1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
Bald Eagle Valley:							2d Mortgage-Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
General Mortgage.....	400,000	7	Jan. & July.	Philadelphia.	1910	....	Catawissa:						
Baltimore and Ohio:							1st Mortgage (old).....	230,800	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1853-'56.....	1,710,000	6 1/2	April & Oct.	Baltimore.	1885	....	1st Mortgage (new).....	1,300,000	7	"	"	1900	....
Loan of 1856-'60 (Balt.) akg fd.	2,333,520	6 1/2	Jan. & July.	"	1890	....	Obattel Mortgage.....	200,850	5	May & Nov.	"	'83-'90	....
Loan of 1870-'78 (atg.) akg fund.	2,882,366	6 1/2	March & Sept.	London.	1896	....	Order Falls and Minnesota:						
Loan of 1872-1902 (atg.) S. F.....	8,507,352	6 1/2	"	"	1902	....	1st Mort. (C. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	....
Loan of 1874-1910 (atg.) S. F.....	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1877	....
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	Cedar Rapids & Mo. Riv. (C. & N. W.):						
Purchase of Connellsville R. R.	800,000	6	"	Baltimore.	'81-'00	....	1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	....
Ster. Loan, lien on Ohi. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1863, (18 miles).....	582,000	7	"	"	1894	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1866, (146 miles).....	2,332,000	7	May and Nov.	"	1916	....
Northwestern Virginia, 2d Mort.	140,000	6	Jan. & July.	"	1885	....	Central Branch Union Pacific:						
Bonds to state of Maryland.....	368,000	6	"	"	1888	....	1st Mort. (Atch. & Pike's Peak).....	1,000,000	6	May & Nov.	New York.	1895	....
Baltimore and Potomac:							2d Mortgage Govern't security.....	1,600,000	6	Jan. & July.	U. S. Treas.	'98-'98	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	Funded Interest Bonds.....	640,000	7 1/2	May & Nov.	New York.	....	....
1st Mortgage (R. R.) gold, S. F.....	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6*	Jan. & July.	New York.	'96-'98	...	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N	New York.	915	...
State Aid Bds (Int. by State) gold.	1,600,000	7*	" "	Sacramento.	1884	...	General Consol. Gold Bonds ...	12,348,000	7*	June & Dec	" "	902	...
2d Mort. (Governm't Subsidy).	23,885,000	6*	" "	U.S. Treasury.	'96-'98	...	Sinking Fund Bonds of 1879 ...	6,440,000	5-6	Apr. and Oct	" "	929	...
1st Mort. (Western Pacific) gold.	2,618,000	6*	" "	New York.	1899	...	1st Mort. ext. (Gal. & Chi. U.)...	1,632,000	7	Feb. & Aug	" "	882	...
Government Lien (West. Pac.)...	1,970,500	6*	" "	U.S. Treasury.	1899	...	1st Mortgage (Chic. & Mil.)...	1,700,000	7	Jan. and July.	" "	896	...
1st Mort. (Calif. & Oregon) gold	8,000,000	6*	" "	New York.	'88-'92	...	1st Mortgage gr. (Iowa Midland)	1,850,000	8	April & Oct	" "	900	...
1st Mort. (S. Fr., Okla. & Ala.)...	687,000	8	" "	" "	1890	...	1st Mort. (Northwestern Union)	8,500,000	7*	March & Sept.	" "	917	...
1st Mort. (San Joaquin V.D.) gold.	6,030,000	6*	April & Oct.	" "	1900	...	1st Mort. (Minnesota Valley)...	150,000	7	April & Oct.	" "	908	...
Land bonds (Gen. Pacific) gold.	6,530,000	6*	" "	" "	1890	...	1st Mort. (Roch. and Nor. Mo.)...	200,000	7	March & Sept.	" "	908	...
Income bonds, Sinking Fund ...	3,285,000	8	May & Nov.	" "	1888	...	1st Mort. (Plainview Railroad)...	100,000	7	" "	" "	908	...
Central Vermont:							Winona and Et. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1888	...	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	887	...
2d Mort., Consol. (")	1,500,000	7	June & Dec	" "	1891	...	2d Mortgage, guar.	1,810,000	7	May & Nov.	" "	907	...
Equipment Mort. (")	1,500,000	8	May & Nov.	" "	'76-'79	...	Extension Mortgage Bonds ...	4,236,000	7*	June & Dec.	" "	910	...
Income and Extension Bonds ...	1,505,500	8	" "	" "	1902	...	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)...	444,100	7	Jan. & July.	St. Albans.	1887	...	1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	901	...
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	" "	891	...
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1896	...	1st Mortgage for \$12,500,000...	10,000,000	6	Jan. & July.	New York.	1917	...
2d Mortgage	500,000	7	April & Oct.	" "	1910	...	Chicago, St. Louis & N. Orleans:						
Charters:							1st Mortgage for \$15,000,000...	3,488,000	7	May & Nov.	New York.	1897	...
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	...	2d Mortgage for \$5,000,000...	7,238,000	6	June & Dec.	" "	1907	...
Cherry Valley, Sharon and Alb.:							N. Orleans, Jack. & St. Nor—						
1st Mortgage	300,000	7	June & Dec.	New York.	1899	...	1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	...
Chesapeake and Ohio:							2d Mortgage	1,600,000	8	April & Oct.	" "	1890	...
Purchase Money Funding Bds.	2,350,000	6*	Jan. & July.	New York.	1898	...	Mississippi Central—						
1st Mortgage gold "A"	2,000,000	6*	April & Oct.	" "	1908	...	1st Mortgage	345,000	7	May & Nov.	New York.	1895	...
1st Mort. gold "B"	15,000,000	6*	May & Nov.	" "	1908	...	2d Mortgage	1,996,000	8	Feb. & Aug.	" "	1898	...
2d Mortgage Income	10,000,000	6	Jan. & July.	" "	1919	...	Chl. & Southwestern (C.R.L. & Pac.):						
Virginia Central Mort. Coupon.	918,000	6	" "	" "	1894	...	1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	...
Onesire:							Chicago, St. Paul, Minn. & O.:						
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'98	...	Consol. M., 1880, for \$50,000,000.	7,600,000	6	June & Dec.	New York.	1900	...
Chicago and Alton:							Chicago, St. Paul, and Minn.—						
1st Mortgage	2,383,000	7	Jan. & July.	New York.	1893	...	1st Mortgage, gold	2,800,000	6*	May & Nov.	New York.	1913	...
1st Mortgage, Income	1,096,000	7	April & Oct.	" "	1883	...	2d Mortgage, land grant	2,018,000	6*	" "	" "	1898	...
Consol. Bonds (\$2000 sig. each).	4,379,880	6*	Jan. & July.	London.	1903	...	Et. Paul, Sullivan & Tay. Falls—						
Sinking Fund Gold Bonds ...	3,000,000	6*	May & Nov.	New York.	1903	...	1st Mortgage	450,000	8	Jan. & July.	New York.	1901	...
1st Mort. (St. L. & C.) assumed	564,000	7	April & Oct.	" "	1894	...	St. Paul and Sioux City—						
2d Mort. (")	188,000	7	Jan. & July.	" "	1898	...	1st Mortgage, gold	7,000,000	6*	April & Oct.	New York.	1919	...
Chicago, Burlington and Quincy:							North Wisconsin—1st Mortgage	800,000	6*	Jan. and July.	" "	1900	...
Trust Mortgage, skg f'd Inconv.	2,711,000	8	Jan. & July.	New York.	1883	...	Chicago and West Michigan:						
Trust Mortgage (Burl. to Peoria)	853,000	7	April & Oct.	" "	1890	...	1st Mortgage	477,000	8	March & Sept.	Boston.	889	...
2d Mort. (Northern Cross) gold.	741,000	4*	Jan. & July.	Frankfort.	1890	...	Cincinnati, and Baltimore:						
S. F. Mortgage (Iowa Division).	600,000	5	April & Oct.	New York.	1919	...	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	...
Plain 5 per cent bonds	2,354,000	5	" "	Boston.	1901	...	Cincinnati, Hamilton and Dayton:						
Bonds of 1876, Sinking Fund...	39,000	5	June & Dec.	" "	1895	...	2d Mortgage of 1868 ...	494,000	7	Jan. & July.	New York.	1885	...
Plain 7 per cent bonds	883,477	7	Jan. & July.	" "	1896	...	Consol. S. F. M. for \$3,000,000...	1,224,000	7	April & Oct.	" "	1905	...
Consol. Mortgage for \$300,000...	13,993,000	7	" "	New York.	1903	...	Cincinnati, Ham. & Ind. (C.H. & D.):						
Chicago and Canada Southern:							1st Mortgage, guar.	2,500,000	7	Jan. and July.	New York.	1903	...
1st Mortgage	3,541,250	7*	April & Oct.	New York.	1902	...	Cin. & Ind. (C., I., St. L. & C.):						
Chicago, Cincinnati and Louisv.:							1st Mortgage	499,000	7	June & Dec.	New York.	1892	...
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	...	2d Mortgage, guar.	1,545,800	7	Jan. and July.	" "	82-'9	...
Chicago, Clin., Dub. and Minn.:							Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage	5,000,000	6	Jan. & July.	New York.	1920	...	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	...
1st Mortgage, old	400,000	7	Feb. & Aug.	" "	1884	...	1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	" "	1897	...
Chicago, Det. and Ja. G'd June:							Equipment Bonds, reg. (do.)...	187,000	10	March & Sept.	" "	1888	...
1st Mortgage	1,025,000	6	June & Dec.	London.	...	...	1st Mort. (Indianap. & Cin.) '88	1,600,000	7	April & Oct.	" "	1888	...
Chicago and Eastern Illinois:							1st Mort. (Cin. & Indiana)...	499,000	7	June & Dec.	" "	1892	...
1st Mortgage, Sinking Fund...	2,925,000	6	June & Dec.	New York.	1907	...	2d Mort. (") guar.	1,545,500	7	Jan. & July.	" "	82-'92	...
2d Mort., Income, (non-cum.)...	714,329	7	December.	" "	1907	...	1st Mort. (Cin., Laf. and Chi.)...	1,120,000	7*	March & Sept.	" "	1901	...
Chicago and Grand Trunk:							Cin., Laf. & Chi. (C., I., St. L. & C.):						
1st Mortgage, Sterling	6,000,000	6*	Jan. & July.	London.	1900	...	1st Mortgage, gold	1,120,000	7*	March & Sept.	New York.	1901	...
2d Mortgage Income	4,000,000	7	September.	New York.	1900	...	Cincinnati & Muskingum Valley:						
Chicago and Iowa:							1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	...
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	...	Cincinnati, Richmond & Chicago:						
Chicago, Iowa and Nebraska:							1st Mortgage guar. by C.H. & D.	650,000	7	Jan. and July.	New York.	1895	...
2d Mort. (now 1st)	585,200	7	Jan. & July.	Boston.	1888	...	2d Mortgage	65,000	7	" "	" "	1899	...
2d Mort. (now 2d)	211,500	7	Feb. & Aug.	New York.	1892	...	Cinc., Rich. & St. Wayne (G.R. & I.):						
Chicago and Milwaukee:							1st Mortgage gold, guar.	1,800,000	7*	June and Dec.	New York.	1921	...
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	...	Cin. Rockport and Southwestern:						
Chicago, Milwaukee and St. Paul:							1st Mortgage, gold	288,500	6*	Jan. and July.	New York.	1908	...
Consol. Mort. for \$25,000,000...	8,433,000	7	Jan. & July.	New York.	1906	...	Cincinnati, Sandusky and Clev.:						
2d Mortgage	496,000	7	April & Oct.	" "	1884	...	2d Mortgage	1,100,800	7	June and Dec.	New York.	1890	...
1st Mort. (La. Crosse Division).	6,900,000	7	Jan. & July.	" "	1893	...	1st Mort. (San. Day. & Cin.) ...	750,000	6	Feb. & Aug.	Boston.	1900	...
1st Mort. (Chic. and Mil. Div.)	2,500,000	7	" "	" "	1903	...	1st Mort. (San. City and Ind.)...	850,000	7	March & Sept.	" "	1897	...
1st Mort. (Iowa & Dakota Ext.)	3,500,000	7	" "	" "	1908	...	Cincinnati and Springfield:						
1st Mort. (Iowa and Minn. Div.)	3,810,000	7	" "	" "	1897	...	1st Mort. (guar. by C. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	...
1st Mort. (Minnesota Central).	183,000	7*	" "	" "	1894	...	2d Mortgage	651,000	7	Jan. and July.	" "	1902	...
1st Mort. (St. Paul Division).	4,000,000	7	" "	" "	1902	...	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Iowa and Dak. Div.)	877,000	7	Feb. & Aug.	" "	1899	...	1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	...
1st Mort. (Prairie du Chien Div.)	3,674,000	8	" "	" "	1898	...	1st Mort. (C. C. and C. R. R.)...	125,000	7	June and Dec.	" "	75-'74	...
2d Mort. (")	1,316,000	7.3	Jan. & July.	" "	1898	...	1st Mort. (Bell. and Ind. R.R.)...	408,000	7	Jan. & July.	" "	1899	...
1st Mort. (Hast. and Dak. Div.)	160,000	7	" "	" "	1902	...	Consol. Mortgage for \$7,500,000.	2,804,000	7	June and Dec.	N.Y. or Lond.	1914	...
1st Mort. (Mil. and Western)...	219,000	7	" "	" "	1891	...	Cleveland & Mahoning Valley:						
1st Mort. (Southwestern Div.)...	4,000,000	6	" "	" "	1903	...	1st Mortgage, extended	650,000	7*	Feb. & Aug.	New York.	1893	...
1st Mort. (Dav. & N. W.)...	1,785,000	5	" "	" "	1919	...	1st Mort. (Niles & New Lisbon)	500,000	7	Jan. & July.	" "	1890	...
1st Mort. (Chic. and Pac. Div.)	2,000,000	6											

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:	\$						Dubuque and Dakota:	\$					
1st Mort. guar. by Ph. and Edg.	600,000	6	June & Dec.	Philadelphia.	1898	...	1st Mortgage, gold, guar.....	550,000	6	Jan. & July.	New York	1910	...
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,526,000	7	June & Dec.	Boston.	...	...	1st Mortgage.....	450,000	7	April & Oct.	New York.	1882	...
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,600	7	Jan. & July.	" "	1883	...
1st Mortgage.....	1,003,000	7	Feb. & Aug.	Philadelphia.	1892	...	Dunkirk, Allegheny Val. & Pittab:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7	June & Dec.	New York	1890	...
1st Mortgage Consol. skg fund.....	10,475,000	7	April & Oct.	New York.	1908	...	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	...
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	1890	...	3d Mortgage.....	200,000	7	" "	" "	1890	...
Income convertible.....	8,095,000	7	" "	" "	1890	...	East Broad Top:						
1st Mort. (Chic. and St. Eastern)	324,000	7	April & Oct.	" "	'90-'96	...	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	...
2d Mort. (")	32,200	7	Jan. & July.	" "	" "	...	East Pennsylvania (Ph. & Va.):						
1st Mort. (Chic. and Chi. Air-L.)	118,000	7	F. M. A. & N.	" "	'90-'90	...	1st Mortgage, guaranteed.....	495,300	7	March & Sept.	Philadelphia.	1888	...
1st Mort. (Col. and Ind. Cent.)	2,832,000	7	Jan. & July.	" "	1904	...	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	...	1st Mort., skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	...
1st M. (Col. & Ind.) 1st & 2d pref.	872,000	7	Jan. & July.	" "	1883	...	2d Mortgage.....	190,000	4	" "	" "	'82-'87	...
1st Mort. (Tol., Logansp't & Buf.)	510,500	7	Feb. & Aug.	" "	1884	...	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1886	...
Income (")	67,542	7	" "	" "	1906	...	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	...
1st Mort. (Union & Logansport)	716,000	7	April & Oct.	" "	1906	...	Company Bonds (")	634,000	6	" "	" "	'80-'86	...
Union Trust Co. Certificates.....	1,500,000					...	Eastern (Mass.):						
Columbus and Hocking Valley:							1st Mort. (Reeser R.R.) assumed.	194,400	6	March & Sept.	Boston.	1894	...
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	...	Certificates of Indebtedness.....	13,898,430	44	" "	Boat. & Lond.	1904	...
1st M., Logan & Straitsville Br.	300,000	7	Jan. & July.	" "	1880	...	Eastern Shore (Md.):						
2d Mortgage.....	780,000	7	" "	" "	1892	...	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	...
Columbus, Springfield and Cin.:							Eel River:						
1st M. (assumed by Cin., S. & C.)	1,000,000	7	March & Sept.	New York.	1901	...	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	...
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1906	...	1st Mortgage, gold.....	1,200,000	6	March & Sept.	New York.	1902	...
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	...	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	...
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2892	...
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	...	Erie-See N. Y., Lake E. & W.						
Connecticut Central:							Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	...	1st Mortgage.....	250,700	7	Jan. & July.	New York.	1882	...
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,300	7	April & Oct.	" "	1890	...
New Mortgage for \$1,500,000.....	1,409,500	7	April & Oct.	Boston.	1893	...	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1898	...
Coupon Notes.....	125,000	7	June & Dec.	" "	1881	...	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	...
1st Mort. (Massachusetts) guar. gold	400,000	6	Jan. & July.	" "	1890	...	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds):	1,000,000	6	Jan. & July.	Boston.	1894	...
1st Mortgage.....	3,300,000	7	Jan. & July.	New York.	1900	...	Kavanaugh and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (51 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	...
1st Mort. A., B. O. D. & E.....	991,000	6	March & Sept.	Philadelphia.	'60-'04	...	1st Mortgage (109 m.)	611,000	7	May & Nov.	" "	1887	...
Coraline, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	253,000	6	Jan. & July.	" "	1910	...
1st Mortgage.....	450,000	7	Jan. & July.	.....	1885	...	Kavanaugh, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6	May & Nov.	New York.	1900	...
1st Mortgage.....	808,500	6	March & Sept.	New York.	1891	...	2d Mortgage, gold.....	325,000	6	Jan. & July.	" "	1903	...
2d Mortgage, sinking fund.....	594,000	6	May & Nov.	" "	1888	...	Fitchburg:						
Cumberland Valley:							Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	...
1st Mortgage.....	161,000	8	April & Oct.	Philadelphia.	1904	...	Bonds of 1877.....	500,000	6	" "	" "	1897	...
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1903	...	Bonds of 1879.....	500,000	6	" "	" "	1899	...
Flint bonds.....	81,800	6	" "	" "	1884	...	Flint and Pere Marquette:						
Danbury and Norwalk:							1st Mort. Land Gr. (3d series)...	1,732,000	8	March & Sept.	New York.	1888	...
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	...	Flint & Holly B. F. (\$25,000 p.y.)	300,500	10	May & Nov.	" "	1885	...
2d Mortgage.....	300,000	7	" "	" "	1892	...	1st Mort. (Bay C. & L. & Ag. guar.	100,000	10	Jan. & July.	Newark.	1882	...
Consolidated Mortgage.....	100,000	6	" "	" "	1920	...	Bay County Bonds (guar.)	75,000	10	March & Sept.	New York	1887	...
Dayton and Michigan (O.H. & D.):							1st Mort. skg. fil. (H., W. & Mon.)	1,000,000	8	Jan. & July.	" "	1910	...
1st Mortgage sinking fund guar.	1,848,000	7	Jan. & July.	New York.	1881	...	Reorgan'g bds (redeem. at will)		8	.....	.....	1910	...
2d Mortgage, guar.....	428,000	7	March & Sept.	" "	1887	...	Florida Central:						
3d Mortgage, guar.....	351,000	7	April & Oct.	" "	1888	...	1st Mortgage, gold coupon.....	309,000	7	Jan. & July.	New York.	1907	...
Toledo Depot bonds guar.	105,500	7	March & Sept.	" "	'81-'84	...	Flushing, North Shore and Cent.:						
Dayton and Union:							1st Mort. (Flush'g and N. Side).	800,000	7	May and Nov.	New York.	1889	...
1st Mortgage.....	90,000	7	.....	.....	1879	...	2d Mort. (")	400,000	7	" "	" "	1900	...
2d Mortgage.....	125,000	7	.....	.....	1879	...	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	...
Income Bonds.....	352,448	7	.....	.....	1879	...	Fonda, Johnst'n & Gloversville:						
Dayton and Western (L. M. R.R.):							1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	...
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	...	Fort Madison and Northwestern:						
Delaware (P. W. and Balt.):							1st Mortgage, gold.....	700,000	7	April & Oct.	New York.	1903	...
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	...	Fort Wayne, Muncie & Cin.:						
Delaware and Bound Brook:							1st Mortgage.....	1,800,000	7	April & Oct.	Boston.	1889	...
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1906	...	2d Mortgage.....	500,000	8	" "	" "	1896	...
Delaware, Lackawann. & Western:							Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	...
2d Mortgage.....	1,635,000	7	March & Sept.	New York.	1881	...	Framingham and Lowell:						
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	...	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1860	...
Consol Mortgage Bonds.....	3,687,000	7	March & Sept.	" "	1207	...	Frankfort and Kokomo:						
1st M. R.R. (Leak & Bloomburg)	370,900	7	" "	" "	1885	...	1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1903	...
Denver Pacific (Union Pacific):							Fremon't, Elkhorn & Mo. Valley:						
1st Mortgage gold, land grant.....	527,000	7	May & Nov.	New York.	1899	...	1st Mortgage.....	690,000	7	April & Oct.	New York.	1901	...
Denver & Rio Grande:							1st Mortgage.....	312,000	7	" "	" "	1879	...
1st Mort. gold, skg fund.....	6,382,500	7	May & Nov.	New York.	1900	...	Income Bonds.....	317,082	7	" "	" "	1886	...
1st Mort. (Ark. Valley Div.)	1,040,000	7	" "	" "	1902	...	Galena & Chic. Union (O.&N.W.):						
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	...	1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	...
1st Mort. gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1906	...	Galv., Harrisburg & San Antonio.						
Des Moines and Ft. Dodge:							1st Mortgage, gold, land grant.....	4,500,000	6	Feb. & Aug.	New York.	1910	...
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1906	...	2d Mortgage.....	1,000,000	7	June and Dec.	Boat. or Lond.	1895	...
Detroit & Bay City (Mich. Cen.):							Galveston, Houston & Henderson:						
1st Mort. (\$424,000 guar.)	2,330,000	8	May & Nov.	New York.	1902	...	1st Mortgage.....	1,493,000	7	Jan. & July.	New York.	1901	...
Detroit, Grand Hav. & Milwaukee:							Geneva, Ithaca and Sayre:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1913	...	1st Mortgage, skg. fil., guar.....	600,000	7	Jan. & July.	New York.	1890	...
2d Mort. (")	3,500,000	6	" "	" "	1918	...	Georgia (and Banking):						
Dollar Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	...	Company bonds (debentures)...	423,000	7	Jan. & July.	Augusta	'80-'90	...
1st Mort. (Detr. & Pontiac R.R.)	14,000	7	Apr. and Oct.	" "	1882	...	Company bonds (debentures)...	1,166,000	6	" "	" "	'90-'97	...
2d Mort. (")	100,000	7	Jan. & July.	" "	1882	...	Grand Rapids & Indiana:						
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1883	...	1st Mortgage L. G. guar. gold.....	4,000,000	7	Jan. & July.	New York.	1899	...
Detroit, Lansing and Northern:							1st Mort. L. G. not guar. gold.....	3,013,000	7	April & Oct.	" "	1899	...
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	...	Income Mortgage bonds.....	957,000	7	March & Sept.	" "	1906	...
1st Mort. (Lansing and Lansing) ..	770,000	8	" "	" "	1899	...	Grand River Valley (Mich. C.):						
2d Mort. (")	81,000	8	May & Nov.	" "	1899	...	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	...
Detroit, Mon. & Tol. (L.S. & M.S.):							Grand Rapids, Newsgau & L.S.:						
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	...	1st Mortgage.....	576,000	8	Jan. & July.	New York.	1891	...
Dixon, Peoria and Hannibal:							2d Mortgage.....	200,000	7	June & Dec.	" "	1905	...
1st Mort. guar. by C., B. and Q.	548,500	8	Jan. & July.	New York.	1880	...	Great Western Railway of 1880:						
Dubuque and Sioux City:							1st Mort., ass'd by W., St. L. & P.	2,405,000	7	Feb. & Aug.	New York.	1883	...
1st Mortgage 1st div.....	298,000	7	Jan. & July.	New York.	1883	...	2d Mort. (")	3,500,000	7	May & Nov.	" "	1893	...
2d Mortgage & Union.....	690,000	7	" "	" "	1894	...	Green Bay and Minnesota:						
							1st Mortgage.....	3,300,000	7	Feb. & Aug.	New York.	1900	...

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86	....	1st Mortgage	335,000	7	.....	.....	.....	.....
1st Mortgage not guaranteed	642,192	7	"	"	'81-'86	....	Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage sfg fund guar.	306,000	8	Jan. & July.	New York.	1882	....
1st Mortgage	788,000	7	May & Nov.	New York.	1890	....	Joliet and Northern Indiana:						
2d Mortgage	31,000	7	"	"	1892	....	1st Mortgage guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	....
Hannibal & Naples (W. St. L. & P.)							Junction, Philadelphia:						
1st Mortgage	500,000	7	June & Dec.	New York.	1909	....	1st Mortgage, guaranteed	455,000	6	Jan. & July.	Philadelphia.	1882	....
Hannibal and St. Joseph:							2d Mortgage not guaranteed	300,000	6	April & Oct.	"	1900	....
Missouri State Loan	1,500,000	6	Jan. & July.	New York.	1894	....	Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan	1,500,000	6	"	"	'86-'87	....	1st Mortgage, assumed by L.S. & M.S.	840,000	8	Jan. & July.	New York.	1888	....
Fifteen years' bonds	4,000,000	8	Mar. & Sept.	"	1885	....	Kalamazoo and Schoolcraft:						
General Land Mortgage	442,000	7	Jan. & July.	"	1888	....	1st Mortgage, assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	....
1st Mortgage (Quincy & Palmyra)	433,000	8	Feb. & Aug.	"	1892	....	Kalamazoo, & S. Haven (M. Cen.):						
1st Mortgage (Kansas City & Cam.)	1,300,000	10	Jan. & July.	"	1892	....	1st Mortgage guar. by Leavenworth	640,000	8	May & Nov.	New York.	1888	....
Harrisburg, Ports, Mt. Joy & Lan.							2d Mortgage	70,000	8	"	"	1890	....
1st Mortgage, guar. by Pa. R. R.	700,000	6	Jan. & July.	Philadelphia	1888	....	Kalamazoo & White Pigeon:						
Harrisburg and Potomac:							1st Mortgage, assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	....
1st Mortgage	507,200	7	Jan. & July.	Philadelphia.	1904	....	Kansas City and Cameron:						
Hartford and Connecticut Valley:							1st Mortgage, assumed by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1901	....	Kansas Central:						
Holly, Wayne & Monroe (F. & P.)							1st Mortgage for \$2,400,000	504,000	7	April & Oct.	New York.	1909	....
1st Mortgage, sinking fund	1,000,000	8	Jan. & July.	New York.	1901	....	Kansas City, Burl. & Santa Fe:						
Holyoke and Westfield:							1st Mortgage	600,000	8	"	"	1910	....
1st Mortgage	280,000	6-7	April & Oct.	New Haven.	'91-'98	....	New Mortgage	1,500,000	7	Jan. & July.	New York.	1910	....
Huntsville:							Kansas City, Ft. Scott & Gulf:						
1st Mortgage	100,000	7	Feb. & Aug.	New York.	1885	....	1st Mortgage, L. G., sinking fund	4,000,000	7	Jan. & July.	Boston.	....
2d Mortgage of 1889	300,000	6	Jan. & July.	Brpt. & Bost.	1889	....	Mortgage on Branches	1,325,000	....			
Equipment Bonds of 1873	150,000	7	Feb. & Aug.	Bridgeport.	1888	....	Kansas City, Lawrence & So.:						
Consolidated Mortgage, 1880	300,000	5	April & Oct.	Boston.	1910	....	1st Mortgage	2,940,000	4-6	April & Oct.	Boston.	1909	....
Houston, East and West Texas:							1st Mortgage (So. Kansas & West.)	845,000	7	Jan. & July.	"	1910	....
1st Mortgage, gold	180,000	7*	May and Nov.	New York.	1893	....	1st Mortgage (Sunner Co. R. R.)	300,000	7	"	"	1910	....
Houston and Texas Central:							Kan. City, St. Jo. & Coun. Bluffs:						
1st Mortgage L. G. sfg fund, gold	6,282,000	7*	Jan. & July.	New York.	1891	....	1st Mortgage (C. B. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	....
1st Mortgage (L. G. West. Div.)	2,370,000	7*	"	"	1891	....	1st Mortgage	4,486,522	7	"	"	1907	....
1st Mortgage (Waco & N. W. Div.)	969,000	7*	"	"	1903	....	Income Bonds	2,485,174	6	April & Oct.	Boston.	1907	....
Income and Indemnity bonds	2,500,000	7*	May & Nov.	"	1887	....	Kansas City, St. Louis & Chicago:						
Consol. Mortgage, L. G. (M. & W. D.)	3,642,000	8	April & Oct.	"	1912	....	1st Mortgage	3,000,000	6*	May & Nov.	New York.	1903	....
Consol. Mortgage, L. G. (Waco & N.)	580,000	8	May & Nov.	"	1916	....	Kan. City, Top. & W. (A. T. & S. Fe)						
Huntingdon and Broad Top Mt.:							1st Mortgage	884,000	7*	Jan. & July.	Boston.	1905	....
1st Mortgage, gold	416,000	7*	April & Oct.	Philadelphia.	1890	....	Income Bonds	200,000	....			
2d Mortgage, gold	367,500	7*	Feb. & Aug.	"	1896	....	Kansas Pacific (Union Pacific):						
Consolidated Mortgage	1,500,000	7*	April & Oct.	"	1896	....	1st Mortgage (1st Div. 140 m.) gold	2,240,000	6*	Feb. & Aug.	New York.	1896	....
Illinois Central:							1st Mortgage (2d Div. 253.94 m.) gold	4,063,000	6*	June & Dec.	"	1896	....
Redemption bonds, currency	2,500,000	6	April & Oct.	New York.	1890	....	1st Mortgage (2d Div. 244.00 m. & 3,000,000 m.) gold	4,379,000	6*	May & Nov.	N. Y. L. & F.	1899	....
Sterling Bonds, \$200,000	2,500,000	6*	"	London.	1895	....	1st Mortgage (2,000,000 acres) gold	1,460,000	7*	Jan. and July.	"	1880	....
Sterling Bonds, \$200,000	1,000,000	6*	June and Dec.	"	1908	....	2d Mortgage (" " ") gold	800,000	7*	March & Sept.	New York.	1896	....
Sterling Bonds, Sinking Fund	4,200,000	6*	April & Oct.	"	1908	....	1st Mortgage (Leavenworth Branch)	492,000	7*	May & Nov.	"	1896	....
Six per cent Currency Bonds	1,600,000	6	Jan. & July.	New York.	1898	....	2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Trans.	'95-'97	....
Six per cent Reg. Currency Bonds	200,000	6	Feb. & Aug.	"	....	....	3d Mortgage (Income)	1,124,160	7	March & Sept.	New York.	1916	....
Illinois Grand Trunk (C. B. & Q.):							Kentucky Central:						
1st Mortgage, guaranteed	890,500	8	April & Oct.	Boston.	1890	....	2d Mortgage (Covington & Lexington)	792,000	7	March & Sept.	New York.	1883	....
Illinois Midland:							3d Mortgage	223,000	7	June & Dec.	"	1885	....
1st Mortgage, gold	4,175,000	7*	Jan. & July.	....	1905	....	Keokuk and Des Moines:						
Illinois & So. Iowa (W. St. L. & P.)							1st Mortgage, guar. by C. R. I. & P.	2,750,000	6	April & Oct.	New York.	1923	....
1st Mortgage	300,000	7	Feb. & Aug.	New York.	1882	....	Knox and Lincoln:						
Indiana, Blooming. & Western:							1st Mortgage	2,395,000	6	Various.	Boston.	'80-'85	....
1st Mortgage, preferred	600,000	7	Jan. & July.	New York.	1900	....	Knoxville and Ohio:						
1st Mortgage, not preferred	3,800,000	3-6	April & Oct.	"	1909	....	1st Mortgage	500,000	7	Jan. & July.	New York.	1900	....
2d Mortgage	1,800,000	3-6	Jan. & July.	"	1909	....	Lake Erie and Western:						
Income Bonds	1,500,000	8	"	"	1919	....	1st Mortgage, gold	1,815,000	6*	Feb. & Aug.	New York.	1919	....
Indianapolis, Decatur & Spring:							Income Bonds, conv. (non-conv.)	1,485,000	7	August	"	1899	....
1st Mortgage	1,700,000	7	April & Oct.	New York.	1906	....	1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"	....
2d Mortgage, Income	2,609,000	7	Jan. & July.	"	1906	....	Income (Sandusky Extension)	800,000	....			
Indianapolis and Madison:							1st Mortgage (Laf. Bl. & Muncie)	2,500,000	6*	May & Nov.	"	1919	....
1st Mortgage, assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881	....	Income	1,000,000	7	Annually.	"	1899	....
Indianapolis and St. Louis:							Lake Ontario Southern:						
1st Mortgage in three series	2,000,000	7	Various.	New York.	1919	....	1st Mortgage, gold	1,000,000	6*	April & Oct.	New York.	1910	....
2d Mortgage	906,000	7	April & Oct.	"	1900	....	Lake Shore & Michigan South'n:						
Equipment Mortgage	500,000	8	Jan. & July.	"	1881	....	Consol. Mortgage, S. F. Reg'd.	9,441,000	7	J. A. J. & O.	New York.	1900	....
Indianapolis & Vincennes:							Consol. Mortgage, S. F. Coupon	10,400,000	7	Jan. & July.	"	1903	....
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908	....	Consol. Mortgage for \$25,000,000	2,708,000	7	June & Dec.	"	1882	....
2d Mortgage guar. by Pa. R. R.	1,460,000	6	May & Nov.	"	1900	....	Bonds of 1882 (Reg. & Coupon)	1,358,000	7	April & Oct.	"	1899	....
International and Gt. Northern:							Lake Shore Dividend Bonds	1,220,000	7	"	"	1892	....
1st Mortgage (purchase money) gold	6,024,000	6*	May & Nov.	New York.	1910	....	2d Mortgage (Clev. P. & Ash.)	5,255,000	7	May & Nov.	"	1885	....
2d Mortgage (purchase money)	4,724,000	8	Mar. & Sept.	"	1909	....	1st Mortgage (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	....
Ionia and Lansing (D. L. & N.):							2d Mortgage	819,000	7	April & Oct.	"	1886	....
1st Mortgage	770,000	8	Jan. & July.	Boston.	1889	....	Mort. Bonds (Buffalo & St. L.)	300,000	7	Jan. & July.	"	1882	....
Iowa Falls and Sioux City:							Mort. Bonds (" " ")	300,000	7	March & Sept.	"	1886	....
1st Mortgage	2,947,000	7	April & Oct.	New York.	1917	....	1st Mortgage (Detroit, Monroe & Toledo)	2,534,000	7	April & Oct.	"	1896	....
Iowa Midland (C. & N. W.):							1st Mortgage (" " ")	924,000	7	Feb. & Aug.	"	1906	....
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900	....	1st Mortgage (Laf. Bl. & Muncie)	400,000	7	Jan. & July.	"	1890	....
Iowa & Min. ex. (C. M. & St. P.)							1st Mortgage (School. & Three Rivers)	100,000	8	"	"	1887	....
1st Mortgage	3,510,000	7	Jan. & July.	New York.	1897	....	1st Mortgage (Kalamazoo & Schoolcraft)	100,000	8	"	"	1887	....
Ithaca, Auburn and Western:							1st Mortgage (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	....
2d Mortgage, Income	408,000	7	Jan. & July.	New York.	1907	....	1st Mortgage (Jamestown & Franklin)	397,000	7	"	"	var	....
Jackson, Lans. & Sag. (Mich. Cen.):							2d Mortgage	500,000	7	June & Dec.	"	1894	....
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885	....	Lawrence (P. Ft. W. & Chl.):						
1st Mortgage (Northern Ex. L.) guar.	514,000	8	May & Nov.	"	1890	1st Mortgage, guaranteed						

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Skg. Fd.....	488,000	7	April & Oct.	Philadelphia.	1882	....	1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	N. Y.	1896	....
Long Island:							1st Mort. (North rn Division)...	672,000	7	March & Sept.	"	1909	....
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890	....	1st Mort. (Tahkosh Division)...	200,000	7	Feb. & Aug.	"	1909	....
1st Mortgage (Glen Cove Br.)...	150,000	6	"	"	1884	....	1st Mort. (Wausau Division)...	280,000	7	"	"	1910	....
1st Mortgage.....	1,171,500	7	"	"	1898	....	1st Mortgage (Equipment).....	179,000	9	June & Dec.	"	1890	....
2d Mortgage.....	986,772	7	Feb. & Aug.	"	1918	....	Mineral Point:						
Atlantic Ave. Improve. Certif....	114,500	7	"	"	'81-'82	....	1st Mortgage.....	320,000	10	Jan. & July.	trait.	1890	....
1st Mort. (Smithtown & Pt.Jef.)...	600,000	7	March & Sept.	"	1901	....	Minneapolis & St. Louis:						
1st Mort. (Newtown & Plush.)...	100,000	7	May & Nov.	"	1891	....	1st Mort.(Min. to Merriam) June.	455,000	7	Jan. & July.	New York.	1907	....
1st Mort. (N. Y. & Rockaway)...	230,000	7	April & Oct.	"	1901	....	1st Mort.(Merriam-J. to Al. Lea)	966,000	7	June & Dec.	"	1927	....
Louisiana & Mo. Riv. (Ch. & Al.):							1st M.(Minn.to White B.L.) guar.	280,000	7	May & Nov.	"	1907	....
1st Mortgage.....	1,851,000	7	Feb. & Aug.	New York.	1900	....	1st Mort. (Al. L. to Ft. Dodge) gold	1,020,000	7	June & Dec.	"	1909	....
2d Mortgage.....	800,000	7	May & Nov.	"	1900	....	Mortgage (Southw. R.R.) gold...	12,000 pm	7	"	"	1910	....
Louisville, Cin. and Lexington:							Minnesota Valley (C. & N.W.):						
Louisville Loan to L. & F. R. R.	100,000	6	Jan. & July.	New York.	1881	....	1st Mortgage.....	180,000	7	April & Oct.	New York.	1908	....
1st Mortgage.....	2,900,000	7	"	"	1897	....	Mississippi and Tennessee:						
New Mortgage for \$1,000,000...	764,700	7	April & Oct.	"	1907	....	1st Mortgage, Series A.....	976,000	8	April & Oct.	New York.	1902	....
Louisville and Nashville:							2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	"	1902	....
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1920	....	Missouri, Kansas and Texas:						
Consol. Mort. S. F. for \$8,000,000	7,070,000	7	April & Oct.	"	1898	....	1st Mort. (U. Pac. S. R.) skg fund	2,314,000	6	Jan. & July.	New York.	1899	....
2d Mortgage, Gold 10-year.....	2,000,000	7	May & Nov.	"	1883	....	1st Mort. (Tobo & Neesho) S.F.	349,000	7	June & Dec.	"	1903	....
1st Mort. (Lebanon Branch).....	88,000	7	"	New York.	'80-'86	....	Consol. Land Grant, skg fd gold	14,752,000	7	Feb. & Aug.	"	04-'06	....
1st Mort. (Memphis and Ohio)...	3,500,000	7	June & Dec.	London.	1901	....	2d Mortgage, Income.....	7,671,558	6	April & Oct.	"	1911	....
1st Mort. (Memph. & Clarksv. Br.)	2,200,770	6	Feb. & Aug.	"	1902	....	Brownville Brdgs bonds, guar.	966,000	7	May & Nov.	"	1906	....
1st Mort. (T. & C. Branch).....	1,000,000	7	March & Sept.	New York.	1907	....	Consol. Mort. for \$45,000,000						
1st Mort. (N. Orleans & Mo.)...	5,000,000	6	Jan. & July.	"	1930	....	Missouri Pacific:						
Mort. (Evans, Hend. & Nash)...	1,600,000	6	June & Dec.	"	1919	....	1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	....
Louisville Loan (no mortgage)...	880,000	6	Apr. and Oct.	"	'86-'87	....	2d Mortgage sinking fund.....	2,673,000	7	Jan. & July.	"	1891	....
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	"	1886	....	3d Mortgage.....	4,500,000	7	May & Nov.	"	1900	....
Louisv. Loan (Leb. Br. Exten.)...	335,000	6	April & Oct.	N. Y. & Louis.	1893	....	St. Louis County Debt.....	700,000	7	Monthly	St. Louis.	1885	....
Debiture Bonds 1880.....	2,660,000	6	Jan. & July.	New York.	1884	....	Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	....
Trust Company Certificates.....	492,200	6	April & Oct.	"	1884	....	1st Mort. (Carondelet Branch)...	280,000	6	April & Oct.	"	1893	....
Louisville, New Albany & Chic.:							Consol. Mortgage for \$29,000,000		6	May & Nov.	"	1920	....
1st Mortgage.....	3,000,000	6	"	"	1884	....	1st Mort. (Missouri River R.R.)	400,000	7	"	"	1889	....
McKean and Buffalo:							1st Mort. (Leav. Atch. & N. W.)	479,000	7	April & Oct.	"	1889	....
1st Mortgage.....	398,000	7	Jan. & July.	Buffalo.	1915	....	1st Mort. (St. L. and Lex.)...	650,000	7	"	"	1894	....
Macon and Augusta:							1st Mort. (Kan. City and East)...	848,000	6	Jan. & July.	"	1894	....
1st Mortgage end. by Ga. R. R.	800,000	7	Jan. & July.	New York.	1887	....	1st M. (St. L. Kan. & Arizona).	1,200,000	7	"	"	1894	....
1st Mortgage not endorsed.....	100,000	7	"	"	1887	....	1st Mort. (Lexington & Southern)	1,050,000	7	"	"	1894	....
Madison & Portage (C. M. & St. P.):							Mobile and Girard:						
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902	....	2d Mort. end. by Cent. R.R. of Ga.	300,000	8	Jan. & July.	New York.	1889	....
Mahoning Coal:							3d Mort. to Central R.R. of Ga.	804,000	4	June & Dec.	"	1897	....
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902	....	Mobile and Ohio:						
Maine Central:							1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mob. & N. Y.	1927	....
Consolidated 1st Mortgage.....	3,908,700	7	April & Oct.	Boston.	1912	....	First Preferred Debentures....	5,800,000	7	As declared on or before	New York		
\$1,100,000 Loan, tax free.....	756,500	7	Jan. & July.	"	1898	....	Second Preferred Debentures..	1,850,000	7	Feb. 1, out of net earnings preceding fiscal yr. non-acc.	"	Sinking fund.	
Extension (gold) Loan.....	496,500	6	April & Oct.	"	1900	....	Third Preferred Debentures...	600,000	7	"	"	"	
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	"	'90-'91	....	Fourth Preferred Debentures...	900,000	7	"	"	"	
1st Mortgage (Portland & Ken.)	217,500	6	April & Oct.	Portl.	1883	....	Carro Extension.....	600,000	6	Jan. & July.	"	1892	....
Consol. Loan (Port. & Kennebec)...	1,166,700	6	Jan. & July.	Boston.	1895	....	Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Farington)...	623,000	6	Jan. & July.	"	1901	....	1st Mortgage sinking fund, guar.	6,000,000	7	May & Nov.	New York.	1914	....
Bath (Androscoquin) Loan.....	425,000	6	J. A. J. & O	"	1891	....	2d Mortgage guar.....	3,000,000	7	Feb. & Aug.	"	1891	....
Manhattan Beach:							Convertible bonds.....	284,000	7	Jan. & July.	"	1900	....
1st Mort. (N. Y. & Man. Beach)...	500,000	7	Jan. & July.	New York.	1897	....	Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	"	1901	....
2d Mort. conv. (")	800,000	7	"	"	1890	....	Special Mortgage.....	1,025,000	7	"	"	1915	....
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	"	1890	....	Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	"	1915	....
Marietta and Cincinnati:							Nashua and Lowell:						
1st Mortgage, Sterling.....	1,060,000	7	Feb. & Aug.	London.	1891	....	Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1892	....
1st Mortgage Dollar.....	2,460,000	7	"	Baltimore.	1891	....	Nashville, Chattanooga & St. Louis:						
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	"	1896	....	1st Mort., endorsed by Tenn.....	898,000	6	Jan. & July.	New York.	'81-'82	....
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	"	1890	....	2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	"	'81-'91	....
4th Mortgage.....	4,000,000	8	April & Oct.	"	1908	....	New Mortgage for \$6,800,000...	4,902,000	7	Jan. & July.	"	1912	....
1st Mort. (Scioto & Hock. Val.)	500,000	7	May & Nov.	"	1896	....	1st M. (Mc v. & M. & W. & A. R. R.)	320,000	6	"	"	1910	....
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	"	1904	....	1st Mort. (Tenn. & Pacific R. R.)	800,000	6	"	"	1915	....
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	"	1900	....	1st Mort. (Jasper Br. Extension)	90,000	8	"	"	1910	....
Marquette, Houghton & Ontonagon:							Nashville and Decatur (L. & Nash.):						
1st Mortgage (Marq. & Ont.)...	1,780,000	8	Jun. & Dec.	Boston.	1892	....	1st Mortgage anking fund, guar.	1,985,000	7	Jan. & July.	New York.	1900	....
1st Mortgage.....	745,000	6	March & Sept.	"	1908	....	2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	....
Massachusetts Central:							Natches, Jackson and Columbus:						
1st Mortgage for \$5,500,000....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900	....	1st Mortgage, gold.....	600,000	7	April & Oct.	New York.	1910	....
1st Mortgage, extended.....	1,294,000	7	Jan. & July.	New York.	1915	....	Nevada Central:						
2d Mortgage.....	1,000,000	7	"	"	1885	....	1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	....
1st Mortgage (Tennessee Div.)...	1,400,000	7	"	"	1916	....	Newark, Somerset & Straitsville:						
Consolidated Mortgage.....	561,000	7	"	"	1916	....	1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	....
Memphis and Little Rock:							Newburg, Dutchess and Conn.:						
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83	....	Income Bonds.....	1,164,500	....			
General Mortgage, Land Grant.	2,800,000	4	January.	"	1907	....	Newburg and New York:						
Metropolitan Elevated:							1st Mortgage.....	250,000	7	"	New York.	....
1st Mortgage.....	5,100,000	6	Jan. & July.	New York.	1908	....	New Haven and Derby:						
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	"	1890	....	1st Mortgage.....	300,000	7	May & Nov.	New Haven.	1888	....
Mexican Central:							2d Mort. guar. by New Haven..	225,000	7	Various.	New Haven.	var.	....
1st Mortgage.....	11,480,000	7	"	"	....	....	New Haven and Northampton:						
Income Bonds conv., non-cum..	2,000,000	3	"	"	....	....	1st Mortgage.....	1,800,000	7	Jan. & July.	N. Y. & N. H.	1899	....
Mexican National:							Convertible bonds, tax free						

AMERICAN RAILROAD BOND LIST

An Asterisk (*) affixed to rate of interest signifies "Payable" Coln.

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
New York & Canada (D. & H. C.):	\$						Ohio Central:	\$					
1st Mort. for \$200,000, guar.....	4,000,000	6*	May & Nov.	London.	1904	....	1st Mortgage, gold	3,000,000	6*	Jan. & July.	New York.	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	7	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	6	"	"	1920	....
Bonds for B. & N. F. st. k. (")	74,500	6	"	"	1883	....	Ohio and West Virginia:						
Bonds for R. R. Stocks (")	592,000	6	"	"	1883	....	1st Mortgage sinking fund.....	1,394,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	162,000	6	"	"	1883	....	Old Colony:						
Bonds of 1884 renewed (")	2,391,000	6	June & Dec.	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1896	....
2d Mort. (Hudson River) B. F. .	1,423,200	7	"	"	1885	....	Plain Bonds	32,000	5	"	"	1884	....
1st Mort., comp. } for \$20,000,000	18,725,000	7	Jan. & July.	"	1903	....	Plain Bonds	1,092,000	7	"	"	1894	....
1st Mort., reg'd. }	1,423,200	7	"	"	1903	....	Plain Bonds	390,500	7	Various.	"	1881	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	London.	1903	....	Plain Bonds	500,000	6	June & Dec.	"	1895	....
New York City and Northern:							Plain Bonds	2,000,000	6	Feb. & Aug.	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....	Oil Creek (Buffalo, Pittsb. & W.):						
New York Elevated:							1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1882	....
1st Mortgage \$ or £	8,500,000	7	Jan. & July.	New York.	1906	....	Omaha and Southwestern:						
New York and Greenwood Lake:							1st Mortgage, guar	1,054,000	8	June & Dec.	Boston.	1896	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....	Oregon and California:						
2d Mortgage, Income	1,800,000	7	March & Sept.	"	....	....	1st Mortgage, gold	10,950,000	7*	April & Oct.	Frankfort.	1920	....
New York and Harlem:							Oregon Central:						
Consol. Mort. for \$12,000,000.....	10,500,000	7	May & Nov.	New York.	1900	....	1st Mortgage	4,395,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1881.	107,704	7	Jan. & July.	"	1881	....	2d Mortgage	300,000	7	March & Sept.	"	1906	....
N. York, Housatonic & Nor.:							Oregon Pacific:						
1st Mortgage	240,000	7*	April & Oct.	New York.	1902	....	1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond.	1900	....
New York, Lake Erie & West.):							Oswego and Rome (R. W. & O.):						
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....	1st Mortgage, guar	1350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....	Income Mortgage	203,000	7	Feb. & Aug.	"	1891	....
3d Mortgage	4,952,000	7	"	"	1888	....	Oswego and Syracuse (D. L. & W.):						
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....	1st Mortgage, guaranteed	124,000	7	May & Nov.	New York.	1900-91	....
5th Mortgage convertible	709,500	7	June & Dec.	"	1888	....	Consolidated Mortgage, guar ..	338,800	7	March & Sept.	"	1907	....
Buffalo Branch, 1st mortgage ..	182,000	7	Jan. & July.	"	1891	....	Ottawa, Oswego and Fox River:						
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....	1st Mortgage guar by C. B. & Q.	1,076,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol. Mortgage, gold	16,666,000	7*	March & Sept.	N. Y. or Lond.	1920	....	Paducah and Elizabethtown:						
1st Consol. M. Fund. Coup. Bds	3,989,238	7*	"	"	1920	....	1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold	24,400,000	6*	June & Dec.	"	1909	....	2d Mortgage Income	1,141,000	7	April.	"	1897	....
New 2d do. funded coupons	8,597,400	6*	"	"	1909	....	Painesville and Youngstown:						
Income bonds (non-cumulative)	808,008	6*	"	"	1917	....	1st Mortgage, 1880	150,000	7	Jan. & July.	"	1910	....
N. Y. & Man. Beach—See Man. B.							2d Mortgage, Income, 1880.....	839,200	7	"	"	1910	....
New York and New England:							Panama:						
1st Mort., new for \$10,000,000 ..	6,485,000	6-7	Jan. & July.	Boston.	1905	....	General Mort., stg. (\$1,000,000).	3,999,000	6*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:							Sinking Fund subdly. gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....	Paterson, Newark & N. Y. (Erie):						
New York, Pennsylvania & Ohio:							1st Mortgage, guar	500,000	7	"	"	1900	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....	Pennsylvania:						
1st Mort., gold, Income, 1890....	35,000,000	7*	Jan. & July.	"	1905	....	General Mortgage	10,999,760	6	Jan. & July.	Phil. or Lond.	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....	General Mortgage, registered..	25,301,540	6	April & Oct.	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	5*	"	"	1915	....	Consolidated Mortgage, 1873..	2,500,000	6	M. J. S. & D.	"	1905	....
Leased Lines Rental Trust, 1872	5,255,000	4-6	Jan. & July.	"	1902	....	Consolidated Mort. gold, 1870..	5,000,000	6	June & Dec.	"	1909	....
Leased Lines Rental Trust, 1873	2,568,000	2-7	"	London.	1903	....	State lien for \$1,500,000, skg fd.	4,091,875	5	April & Oct.	Philadelphia	1910	....
New York, Providence & Boston:							Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	1910	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....	Pennsylvania Company:						
N. Y. Woodhaven & Rockaway:							Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem.	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1900	....	Registered bonds	3,200,000	6	J. A. J. & O.	"	1907	....
Norfolk & Peterab.—See Atl. M. & O.							Bonds gold, guaranteed, 1881..	10,000,000	4*	"	"	1921	....
North Carolina:							Pennsylvania & New York (L. V.):						
1st Mortgage	210,000	8	May & Nov.	Co's Shops, N.C.	1888	....	1st Mortgage guaranteed	1,500,000	7	June & Dec.	Philadelphia.	1896	....
North Missouri (St. L., K. C. & N.):							1st Mortgage guaranteed	1,500,000	7	"	"	1906	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1905	....	Peoria & Bureau Val. (C. R. L. & P.):						
North Pennsylvania:							1st Mortgage guaranteed	300,000	8	Feb. & Aug.	New York.	1898	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1888	....	Peoria Decatur and Evansville:						
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....	1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,569,500	7	Jan. & July.	"	1903	....	Income Bonds, non-cum., 1880..	863,000	6	"	"	1920	....
Bonds of 1881, secured by stock	1,300,000	6	"	"	....	....	1st Mort. (Evansville Division).	750,000	6	March & Sept.	"	1920	....
Northeastern (S. O.):							Income Bonds (do.) non-cum.	740,000	6	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....	Peoria, Pekin and Jacksonville:						
2d Mortgage	236,000	8	"	"	1899	....	1st Mortgage	1,000,000	7	Jan. & July.	New York.	1894	....
Northern (Cal.):							2d Mortgage	1,000,000	7	April & Oct.	"	1900	....
1st Mortgage	2,425,000	6	"	"	1907	....	Perkloemen (Phila. and Rdg.):						
Northern Central (Mich.):							1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1887	....
1st Mortgage	1,525,000	7	"	"	1903	....	Consol. Mort. gold S. F. guar ..	1,125,000	6*	June & Dec.	"	1915	....
Northern Central:							Peterborough (N. H.):						
1st Mortgage, Md. State loan ...	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....	Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon	1,400,000	6	Jan. & July.	Baltimore.	1885	....	Petersburg:						
3d Mortgage S. F. Coupon	1,125,000	6	April & Oct.	Phila. & Balt.	1900	....	1st Mortgage (installments) ..	503,000	8	Jan. & July.	New York.	1904	....
Mortgage coupon	2,599,000	6*	Jan. & July.	Baltimore.	1900	....	2d Mortgage	300,000	8	May & Nov.	"	1902	....
Mortgage registered	205,000	6*	April & Oct.	"	1900	....	Philadelphia and Balt. Central:						
Consol. Gen. Mort. S. F. Coup. .	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....	1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	5	"	"	1923	....	1st Mortgage (Md. Div.)	300,000	6	"	"	1891	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1923	....	2d Mortgage	400,000	7	"	"	1900	....
Northern New Jersey (Erie):							Philadelphia and Erie (Penn.):						
1st Mortgage, extended	200,000	6	Jan. & July.	Jersey City.	1883	....	1st Mort. (Sunbury & Erie)	976,000	7	April & Oct.	Philadelphia	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....	1st Mort. (\$3,000,000 are sterling)	5,000,000	6*	"	Phil. or Lond.	1881	....
Northern Pacific:							2d Mortgage	3,000,000	7	Jan. & July.	Philadelphia	1888	....
1st Mort., l. g., Mo. Div.	2,383,396	6	"	New York.	1919	....	General Mort. for \$2,000,000..	3,680,000	6*	"	Phil. or Lond.	1920	....
1st M., l. g., Pend D'Oreille Div.	1,597,940	6	March & Sept.	"	1919	....	Philadelphia and Reading:						
Consol. Mort., l. g., gold, 1880..	20,000,000	6*	Jan. & July.	"	1921	....	Receiver's Certificates, 1880 ..	1,800,000	4-6	"	Philadelphia	....	....
Northwestern Virginia:							Loan of 1883, debenture	1,135,200	6	Jan. & July.	"	1893	....
2d Mort., assumed by B. and O.	140,000												

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:	\$						St. Louis, Alton and Terre Haute:	\$					
1st Mt. guar. by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg. fd. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage skg. fd. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible ..	240,500	6	Jan. and July.	Phila. & Balt.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1887	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1884	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	300,000	10	March & Sept.	"	1880	....
Loan of 1880	1,000,000	6	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cin. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	456,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Steub. & Ind.) conv.	3,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Br.)	2,500,000	7	"	New York.	1895	....
Consol. Mortgage for \$100,000	6,541,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,500,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelleville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1898	....	1st Mortgage	2,365,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turtis Creek Div.)	326,000	6	Feb. and Aug.	Pittsburg.	1892	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1920	....	St. Louis, Kansas City & North:						
Pittsburg, St. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,983,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,384,500	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	204,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,300	6	Jan. & July.	New York.	1883	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	414,305	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C for \$5,200,000	6,064,332	3	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1895	....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	....	Land Debentures	800,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
2d Mortgage (Series M)	860,000	7	Jan. & July.	"	1887	....	St. Louis, Vandalia & Terre Haute:						
2d Mortgage (Series N)	2,000,000	7	March & Sept.	"	1884	....	1st Mortgage, S. F. guaranteed.	1,899,000	7	Jan. & July.	New York.	1897	....
Construction Bonds	100,000	7	"	"	1887	....	2d Mortgage, (A.) guaranteed	1,600,000	7	May & Nov.	"	1895	....
Equipment bonds-renewed ..	1,000,000	8	"	"	1884	....	2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
Pittsburg and Lake Erie:							St. Paul, Minn. and Manly: ..						
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to Watab.)	366,000	7	Jan. & July.	"	1892	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort., L. G., sinking fund	7,459,503	7	"	N.Y. & Lond.	1909	....
Portland & Ogdenburg:							2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	1st M., Dakota Ext. for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
New Mort. gold, for \$3,300,000.	2,268,000	6	May and Nov.	"	1901	....	Sand, Mansfield & Newark (B&O)	2,303,000	7	Jan. & July.	New York.	1902	....
Portland and Rochester:							1st Mortgage guaranteed	1,866,000	7	Jan. & July.	....	1897	....
1st Mort. (Portland Loan) skg. fd	700,000	6	Jan. & July.	Boston.	1887	....	Savannah, Florida and Western:	300,000	7	"	New York.	1879	....
1st Mortgage (equal lien)	860,000	6	April & Oct.	"	1887	....	1st Mortgage, Consolidated ..	404,000	7	"	"	1888	....
2d Mort. (Portland Loan) S. F.	460,000	6	Various.	"	1891	....	1st Mort. (So. Ga. and Florida)	200,000	7	May & Nov.	"	1889	....
Port Royal and Augusta:							2d Mort. (")	200,000	7	"	"	1889	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	Savannah, Griffin & North Ala.:						
Income bonds	1,500,000	6	"	"	1899	....	1st Mortgage	500,000	7	Jan. & July.	Macon.	1891	....
Portsmouth, St. Falls & Conway:							Schenectady and Duaneburg:						
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	1st Mortgage, guar. by Del. & H.	500,000	6	March & Sept.	New York.	1924	....
Providence and Springfield:							Scioto Valley:						
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
Providence and Worcester:							2d Mortgage S. F.	200,000	7	April & Oct.	"	1894	....
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....	Shamokin Valley & Pottsville:						
Raleigh and Gaston:							1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'n	1898	....	Shenandoah Valley:						
Reading and Columbia (P.&R.):							1st Mortgage	2,100,000	7	"	....	1909	....
1st Mort., Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....	2d Mortgage, Income	1,400,000	....	"	....	....	....
2d Mort., Coupon, guaranteed.	350,000	7	June & Dec.	Columbia.	1884	....	Shenango and Allegheny:						
1st Mort. (Lancaster & Read.)	380,000	7	Jan. & July.	Philadelphia.	1898	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
Rensselaer and Saratoga:							Shore Line (N. Y., N. H. & Hart):						
Consol. Mort. for \$2,000,000	1,923,000	7	May and Nov.	New York.	1921	....	1st Mortgage, 1870	200,000	4	March & Sept.	New Haven.	1910	....
Rhinebeck and Connecticut:							St. Louis, Alton & Pacific:						
1st Mortgage, gold	800,000	7	"	"	....	....	1st Mort. (Dakota Southern) ..	600,000	7	Feb. & Aug.	New York.	1894	....
Richmond and Allegheny:							1st M. (St. Louis City & Pembina)	300,000	7	June & Dec.	"	1908	....
1st Mortgage, gold, 1880	5,000,000	7	"	"	....	....	St. Louis, Alton & Pacific:						
Richmond and Anville:							1st Mortgage	1,628,000	7	Jan. & July.	New York.	1898	....
Virginia State Loan, skg. fd...	508,000	6	Jan. & July.	Richmond.	1890	....	2d Mortgage (Gov. Subsidy) ..	1,628,000	6	"	U.S. Treasury	1898	....
Virginia State bonds, guar.	109,400	8	"	"	1875	....	Somerset:						
1st Mort. (Peldmont branch) ..	500,000	6	"	"	1885	....	1st Mortgage, gold	450,000	7	Jan. & July.	....	1891	....
1st Mort. (Northwestern, N. O.)	500,000	6	April and Oct.	N. Y. or Rich.	78-90	....	South Carolina:						
Consolidated Mortgage	1,766,900	7	May and Nov.	"	78-90	....	1st Mortgage Sterling	1,482,667	6	Jan. & July.	London.	1878-83	....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	....	2d Mortgage (L.) currency	1,051,500	6	"	New York.	1878-83	....
R. ch., Fredericksburg & Potomac:							2d Mort. for \$3,000,000	1,028,500	7	April & Oct.	"	1902	....
Sterling Loan	57,327	6	Jan. & July.	London.	85-95	....	Domestic (I) Bonds	1,087,500	7	"	Charleston.	1891	....
Dollar Loan	177,516	6	Various.	Richmond.	80-90	....	Domestic (K) Bonds	63,500	6	Jan. & July.	New York.	1890-92	....
Dollar Loan, coupon	460,000	8	Jan. & July.	Philadelp	81-90	....	South and North Alabama:						
Richmond and Petersburg:							1st Mort., endor. by Ala., gold...	391,000	8	Jan. & July.	New York.	1890	....
1st Mortgage, coupon	182,000	8	April & Oct.	Richmond.	81-86	....	Sterling Mort., guar. by L. & N.	5,076,940	6	May & Nov.	London.	1903	....
New Mortgage of 1875	50,000	7	May and Nov.	"	1915	....	Southern Central (N.Y.):						
Rochester and State Line:							1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	2d Mortgage	600,000	7	March & Sept.	"	1882	....
Rock Island and Pacific:							1st Mortgage, Interest Bonds ..	676,050	7	Feb. & Aug.	"	1887	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1930	....	2d Mortgage, Interest Bonds ..	42,000	7	March & Sept.	"	1887	....
Rome, Watertown & Ogden:							Southern Iowa and Cedar Rapids:						
1st Mortgage (W.&R.) Skg. fd.	422,500	7	March & Sept.	New York.	1910	....						

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) fixed to rate of interest signifies Payable in Coin.

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	660,000	7	March & Sept.	New York.	1906	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Ft. Lookout (B. & O.):						
Syracuse, Bing. & N. Y. (D.L. & W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,750,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.:						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O., Alex. & Manassas).....	1,050,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.:							2d Mort. (").....	333,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	251,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria).....	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (").....	1,197,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,000,000	7	May & Nov.	New York.	1906	....	3d Mort. (").....	600,000	8	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (").....	700,000	8	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1893	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H. & I.):							1st Mortgage (Lynchb. & Danv.).....	1,310,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.).....	872,240	6	Various.	"	73-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	234,000	7	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1891	....
2d Mortgage Consolidated.....	7,619,000	6	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	3,177,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.).....	600,000	8	Apr. and Oct.	New York.	1883	....
1st Mort. gold, (Rio Grande Div.).....	5,000,000	6	Feb. & Aug.	"	1930	....	1st Mortgage (M. & W. Point R.R.).....	300,000	8	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,188,000	8	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,010,000	6	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1890	....
2d Mort., Income (non-cum) 1880.....	2,250,000	6	.....	.....	1910	....	2d Mort. (").....	300,000	6	"	"	1895	....
Troy and Boston:							2d Mort. endor. by Wash. Co.....	300,000	6	"	"	1896	....
1st Mortgage, Consolidated.....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1895	....
Convertible Bonds.....	660,000	7	March & Sept.	"	1882	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Ronlout.	1904	....	Funded Coupons.....	630,250	6	"	"	1890	....
2d Mortgage, Income Bonds.....	1,242,600	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bos.	96-'99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	6,299,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	96-'99	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,030	8	March & Sept.	N. Y. & Bos.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling.....	2,121,000	8	Apr. & Oct.	London.	1896	....	1st Mortgage.....	900,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,612,000	6	Jan. & July.	New York.	1908	....	1st Mortgage (Pittsburg Branch).....	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific).....	627,000	7	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1895	....	Debenture bonds guar. by C. & A.	400,000	6	March & Sept.	Philadelphia.	1882	....
2d Mortgage (Gov. subd.).....	1,400,000	6	"	U.S. Treasury.	96-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	123,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compa's).....	5,669,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$389,200 (U. Co's).....	1,845,000	6	"	London.	1894	....	1st Mortgage.....	1,600,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$360,000 (").....	1,800,000	6	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (").....	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Loan of 1888 (United Compa's).....	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Loan of 1903 (").....	841,000	6	March & Sept.	"	1908	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y).....	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1889 (").....	886,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold... Worcester and Nashua:	8,108,000	7	Jan. and July.	Boston.	1901	....
Mort. Loan (").....	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Plain Bonds.....	275,000	6	Various.	Worcester.	1887	....
Bond to State (N.J.R.R. & T.Co.).....	100,000	7	April & Oct.	N. Y. (Over Due.)	....	Plain Bonds.....	250,000	6	Apr. and Oct.	Boston.	1908	....
Utah Central:							Plain Bonds.....	490,000	6	Feb. and Aug.	"	1896	....
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890	....	Canal Bonds.						
Utah Northern:							Albemarle and Chesapeake:						
1st Mortgage.....	3,888,000	7	Jan. & July.	New York.	1908	....	Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	....
Utah and Pleasant Valley:							Chesapeake and Delaware:						
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	1st Mortgage sinking fund.....	1,908,750	6	Jan. and July.	Philadelphia.	1886	....
Utah Southern:							Chesapeake and Ohio:						
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
General Mortgage for \$1,950,000.....	826,000	7	"	"	1909	....	Preferred Bonds (next lien).....	1,699,500	6	Jan. and July.	Baltimore.	1888	....
Utah Western:							Delaware Division (L.O. & N.):						
1st Mortgage.....	720,000	7	.....	.....	1894	....	1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1888	....
Utica and Black River:							Delaware and Hudson:						
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	1st Mort. 1st series, July 1, 1890.....	2,600,000	7	Jan. and July.	New York.	1884	....
1st Mort. (Bl. Riv. & Merriestown).....	600,000	7	"	"	....	....	reg. 1st series, Jan. 1, 1871.....	4,481,000	7	"	"	1891	....
1st Mort. (Clayton & Theresa).....	200,000	7	"	"	....	....	Bonds of 1874 coup. and reg.....	4,866,000	7	Apr. and Oct.	"	1894	....
Utica, Clinton and Binghamton:							1st Mortgage (Pennsyl. Div.).....	8,000,000	7	March & Sept.	"	1917	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	Lehigh Coal and Navigation:						
Vermont & Canada (Cent. Vt.):							Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Bonds guaranteed.....	1,600,000	8	Jan. & July.	Boston.	1891	....	Convertible Loan, gold.....	771,000	6	March & Sept.	"	1894	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	1st Mortgage, registered.....	6,381,940	6	J. A. J. & O.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
Vermont and Massachusetts:							Mortgage (equip.) Loan, gold... Consolidated Mortgage.....	4,465,000	6	June & Dec.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Greenwood Mortgage Loan.....	2,464,000	7	"	"	1911	....
Convertible bonds.....	150,000	7	"	"	1885	....	Morris (and Banking):						
Vicksburg and Meridian:							1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1906	....
General 1st series (red).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Bond Loan sinking fund.....	220,000	7	"	"	1885	....
2d series (blue).....	850,000	7	"	"	1890	....	Preferred Stock Dividend Scrip.	103,164	7	Feb. and Aug.	"	1889	....
Mortgage 1st series (black).....	138,000	7	"	"	1890	....	Pennsylvania:						
4th series (not end.).....	1,180,800	7	Apr. and Oct.	"	1890	....	Gen'l Mort. guar. by Pa. R. R.	3,000,000	6	Jan. and July.	Philadelphia.	1910	....
Wabash, St. Louis and Pacific:							Schuylkill Navigation (Ph. & Rdg.).....						
General Mort. for \$50,000,000.....	8,000,000	6	June & Dec.	New York.	1920	....	1st Mortgage, extended.....						

RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

(*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running data (—) signify "not ascertained." Land Grant Railroads are printed in "Italic." State-aid Railroads are distinguished by a "4."

Abstract of General Balance Sheet.																					
Railroad.			Rolling Stock.		Property and Assets.		Liabilities.		Operations.		Value of Shares.										
Main Line.	Branch Line.	Gauge of Track.	Engines.		Car.	Freight.	Railroad.	Rolling Stock.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.	Earnings.		Value of Shares.
			M.	M.															M.	M.	
Companies.																					
Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876	Sept. 30, 1876
Adirondack	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer
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Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer	Albany and Rensselaer
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Jan. 30, 1850	85.5	24.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
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RAILROAD SHARE LIST, including Mileage, Rolling Stock, Debts, Income, Dividends, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "nil," and running dots (....) signify "not ascertained."

[illegible]

Nov 20	1870	102.9	225.4	713.4	5.6	478	429	76	26245	Philadelphia & Reading Penn	30,115,059	9,355,442	67,357,546	16,637,139	77,924,761	11,656,579	956,908	212.7	1,874,820	7,005,645	12,325,660	13,100,522	4,119,011	50
Dec 31	1880	98.3	16.5	140.0	-4.8	6	180	60	1333	Phila., Wilm. & Baltimore Pa. D. & Md.	12,215,607	3,076,713	3,076,713	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8
Jan 1	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Harrisburg and Castle Shannon Pa.	12,215,607	3,076,713	3,076,713	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8
Feb 28	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Mar 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Apr 30	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
May 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Jun 30	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Jul 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Aug 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Sep 30	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Oct 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Nov 30	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Dec 31	1890	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Jan 1	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Feb 28	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Mar 31	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Apr 30	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
May 31	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Jun 30	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
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Oct 31	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
Nov 30	1891	98.3	16.5	140.0	-4.8	6	180	60	1333	Pittsburg and Lake Erie Ohio & Pa.	3,076,713	534,868	534,868	11,350,760	3,740,000	645,078	9.1	40,200	148,393	71,485	3,263,110	1,866,225	8	
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Philadelphia and Reading Railroad.

The properties of the Philadelphia and Reading Railroad Company, either owned or leased, are as follows:

First—846.3 miles of railroad—806.1 miles double track and 566.2 miles of coal lateral lines and sidings, in all equal to 1708 6 miles of single track with 506 locomotive engines and 20,726 cars of all kinds, and machine and other shops and conveniences necessary for repairs and reconstructions.

Second—156.23 miles of canal and slackwater navigation, with 822 canal barges, 819 mules, and other equipment necessary for working these properties.

Third—14 steam colliers, with tonnage capacity of 15,600 tons, together with 66 coal barges, two schooners and two steam tugs for use at Richmond terminals in distributing coal to the various points along the coast.

Fourth—160,666 acres (251 square miles) of land, 91,149 acres (142 square miles) being anthracite coal lands, which is nearly 80 per cent of all the anthracite coal fields in Pennsylvania. There are 78 workable collieries on the properties owned and controlled by the company, but 63 only were worked last year.

Fifth—15,010 acres of iron ore lands, with five workable ore-banks or mines, representing a cost of \$655,819 50.

Sixth—14 iron furnaces for the manufacture of pig metal, two iron-rail mills, and five other manufacturing establishments.

The ownership or control of these various properties, including the company's guaranty obligations, and a considerable investment in stock and bonds of properties controlled by lease or otherwise, represent a capitalized cost of \$207,999,321 64.

Pullman Palace Car Company.

The following statement of the Pullman Palace Car Company for the year ending July 31, 1881, was presented at the recent annual meeting of the stockholders in Chicago:

REVENUE.

Earnings (leased lines included)...	\$2,355,266 33
Our proportion of earnings of other sleeping car associations controlled and operated by this company	481,573 25
Patent royalties	12,234 00
Manufacturing profits, Detroit shops	133,313 27
Profit and loss, including interest, discount and exchange	13,109 28
Total	\$2,995,496 08

DISBURSEMENTS.

Operating expenses, including legal expenses, general taxes and insurance (leased lines included)	\$768,310 19
Maintenance of upholstery and bedding (leased lines included)	175,499 11
Our proportion of operating expenses and maintenance of upholstery and bedding in cars of other sleeping car associations controlled and operated by this company	132,600 00
Rental of leased lines	281,000 00
Interest on bonds	191,867 01
Dividends on capital stock	482,166 00
Total	2,014,442 67

Surplus for the year, being excess of revenue over ordinary disbursements..... \$981,053 71

ASSETS.

* 502 cars and equipments, including franchises, cost	\$9,020,600 58
* Amount invested in other car associations controlled and operated by this company, cost	2,491,904 05
Stock in Union foundry and Pullman car-wheel works	22,500 00
Real estate and plant, Detroit shops	370,520 84
Real estate and plant, 492 acres of land, Chicago car works, homes for workmen and other improvements at Pullman, Ill.	2,545,904 96
Real estate and plant, St. Louis repair shops	43,042 99
Real estate, Chicago	22,001 66
Lumber	613,198 26
Other construction material and operating supplies, including cars in process of construction	841,157 75
Patents, United States and foreign	184,383 43
Furniture and fixtures in the several offices of the company, 62 in number	65,725 69
Cash	87,156 89
Total	\$16,808,097 10

LIABILITIES.

Capital stock issued, 80,209 shares, par value \$100 each	\$8,020,900 00
Fractional scrip	2,900 00
Outstanding bonds—	
Eight per cent currency debenture bonds:	
Third series, due February 15, 1887	\$445,000 00
Fourth series, due August 15, 1882	820,000 00
Seven per cent currency debenture bonds, due October 15, 1888	908,000 00
Seven per cent sterling debenture convertible bonds, due April 1, 1895	49,500 00
Total	2,222,500 00
Amount received from sale of old cars leased from Central Transportation Company	423,156 80
Balance of accounts payable and receivable	497,933 62
Total	\$11,167,890 42

Surplus—

Invested in the assets of the company	\$5,376,163 16
Less written off during the year for loss on old cars sold or destroyed, replaced by new; do. on account Atlantic S. S. Co., and adjustment of its account with Erie Railway Co. (our proportion); also for estimated depreciation in B. & O. association cars (our proportion); also doubtful accounts written off	235,456 48
Total	5,140,706 68
Embraced in the following accounts:	
Guarantee fund account	15,728 55
Depreciation acc't.	960,000 00
Income account	4,224,978 13
Total	\$5,140,706 68
Total	\$16,808,097 10

* Total number of cars operated (exclusive of Pullman Southern Car Company), 734.

Philadelphia Stock Exchange.

Closing Prices for the week ending Sept. 13.

	W. T.	Th. S.	F. S.	Sat. 10.	M. 12.	Tu. 13.
Allegheny Val. 73-102	85	25	85	85	85	85
7s, Income	85	25	85	85	85	85
Jamden & Am. 6s, 1888	116	113	113	113	113	113
6s, 1889	116	113	113	113	113	113
Mort. 6s, 1889	116	113	113	113	113	113
Camden and Atlantic	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
1st mortgage	116	113	113	113	113	113
2d mortgage	116	113	113	113	113	113
Catawissa	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
7s, new	116	113	113	113	113	113
Del. & Bound Brook	116	113	113	113	113	113
7s	116	113	113	113	113	113
Gimira & Williamsport	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
Hunt. & B. Top Mt.	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
2d mortgage	116	113	113	113	113	113
Lehigh Navigation	116	113	113	113	113	113
6s, 1884	116	113	113	113	113	113
Gold Loan	116	113	113	113	113	113
Railroad Loan	116	113	113	113	113	113
Conv. Gold Loan	116	113	113	113	113	113
Consol. Mort. 7s	116	113	113	113	113	113
Lehigh Valley	116	113	113	113	113	113
1st mort. 6s, coupon	116	113	113	113	113	113
1st mort. 6s, reg.	116	113	113	113	113	113
2d mort. 7s	116	113	113	113	113	113
Consol. mort. 6s	116	113	113	113	113	113
Consol. mort. 6s, reg.	116	113	113	113	113	113
Little Schuylkill	116	113	113	113	113	113
Minehill & Sch. Haven	116	113	113	113	113	113
North Pennsylvania	116	113	113	113	113	113
1st mortgage 6s	116	113	113	113	113	113
2d mortgage 7s	116	113	113	113	113	113
Gen'l mort. 7s, coup.	116	113	113	113	113	113
Gen'l Mort. 7s, reg.	116	113	113	113	113	113
Northern Central	116	113	113	113	113	113
6s	116	113	113	113	113	113
Northern Pacific	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
Pennsylvania R. R.	116	113	113	113	113	113
1st mortgage	116	113	113	113	113	113
Gen'l mortgage	116	113	113	113	113	113
Gen'l mort. reg.	116	113	113	113	113	113
Consol. mort. 6s	116	113	113	113	113	113
Consol. mort. 6s, reg.	116	113	113	113	113	113
Penn. State 6s, 2d series	116	113	113	113	113	113
do. 3d series	116	113	113	113	113	113
do. 5s, new	116	113	113	113	113	113
do. 4s	116	113	113	113	113	113
Phila. and Reading	116	113	113	113	113	113
1st Mortgage 6s	116	113	113	113	113	113
7s, of 1888	116	113	113	113	113	113
7s, new convertible	116	113	113	113	113	113
Consol. mortgage 7s	116	113	113	113	113	113
Consol. mortgage reg.	116	113	113	113	113	113
Gen'l mortgage 6s	116	113	113	113	113	113
Philadelphia and Erie	116	113	113	113	113	113
1st mortgage, 7s	116	113	113	113	113	113
2d mortgage, 7s	116	113	113	113	113	113
Pittsb., Cin. & St. L. 7s 121	116	113	113	113	113	113
Pittsb., Titusv. & Rud. 21	116	113	113	113	113	113
7s	116	113	113	113	113	113
Schuylkill Navigation	116	113	113	113	113	113
Preferred	116	113	113	113	113	113
6s, 1872	116	113	113	113	113	113
6s, 1882	116	113	113	113	113	113
United Co. of N. Jersey 100	116	113	113	113	113	113
Hestonville, (Horse)	116	113	113	113	113	113
Chestnut & Wal. (do.)	116	113	113	113	113	113
Greenand Coates (do.)	116	113	113	113	113	113

Baltimore Stock Exchange.

Closing Prices for the week ending Sept. 13.

	W. T.	Th. S.	F. S.	Sat. 10.	M. 12.	Tu. 13.
Baltimore and Ohio	496	196	196	196	196	196
6s, 1880	496	196	196	196	196	196
6s, 1885	496	196	196	196	196	196
Central Ohio (\$50)	474	196	196	196	196	196
1st mortgage	474	196	196	196	196	196
Marietta & Cincinnati	474	196	196	196	196	196
1st mortgage, 7s	122	122	122	122	122	122
2d mortgage, 7s	89	90	91	91	91	91
3d mortgage, 8s	48	47	48	48	48	48
Northern Central (\$50)	474	196	196	196	196	196
2d mortgage, 6s 1885	474	196	196	196	196	196
3d mortgage, 6s, 1909	474	196	196	196	196	196
6s, 1900, Gold	121	121	121	121	121	121
6s, 1904, gold	121	121	121	121	121	121
Orange and Alex. 1st	474	196	196	196	196	196
2d mortgage, 6s	474	196	196	196	196	196
3d mortgage, 8s	474	196	196	196	196	196
4th mortgage, 8s	474	196	196	196	196	196
O. Alex. & Manassas 7s	474	196	196	196	196	196
Pittsb. & Connellsv. 7s	474	196	196	196	196	196
Virginia 6s, Consol.	78	78	78	78	78	78
Consol. Coupons	92	92	92	92	92	92
10-40 bonds (Horse)	82	82	82	82	82	82
Deferred Certificates	82	82	82	82	82	82
Western Maryland	474	196	196	196	196	196
1st M. and by Rail	474	196	196	196	196	196
2d M. do.	474	196	196	196	196	196
3d M. do.	474	196	196	196	196	196
1st M. unsecured	474	196	196	196	196	196
2d M. and Wash. Co.	474	196	196	196	196	196
3d M. preferred	474	196	196	196	196	196
City Passenger R. E.	40	40	40	40	40	40

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Adams Express.....	139	139	137	137	138	138
Albany and Susq.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
American Express.....	86 1/2	87 1/2	88 1/2	89 1/2	88 1/2	88 1/2
Atlantic & Pacific Tel.....	80	80	80	80	80	80
Burl. O. R. & Nor.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
Canada Southern.....	65	65 1/2	66	66 1/2	66 1/2	66 1/2
1st mortgage guar.....	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2	99 1/2
Central of N. Jersey.....	94 1/2	95 1/2	96 1/2	97 1/2	96 1/2	96 1/2
1st mortgage 1890.....	100	100	100	100	100	100
7s, consolidated, ass.....	100	100	100	100	100	100
7s, convertible, ass.....	100	100	100	100	100	100
7s, Income.....	100	100	100	100	100	100
Adjustment.....	100	100	100	100	100	100
Central Pacific.....	91 1/2	90 1/2	90 1/2	91 1/2	91 1/2	91 1/2
6s, gold.....	100	100	100	100	100	100
1st M. (San Joaquin).....	100	100	100	100	100	100
1st M. (Cal. and Or.).....	100	100	100	100	100	100
Land grant 6s.....	100	100	100	100	100	100
Chesapeake and Ohio.....	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2	27 1/2
Chicago and Alton.....	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2	30 1/2
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
Sinking Fund.....	100	100	100	100	100	100
Unio. Burl. & Quincy.....	166	167	168	169	162	162
7s, Consol. 1903.....	100	100	100	100	100	100
Chic., Mil. and St. Paul.....	119 1/2	124	120 1/2	121 1/2	120 1/2	120 1/2
Preferred.....	100	100	100	100	100	100
1st mortgage, 8s.....	100	100	100	100	100	100
2d mortgage, 7 1/2-10s.....	100	100	100	100	100	100
7s, gold.....	100	100	100	100	100	100
1st M. (La. Crossed) div.....	100	100	100	100	100	100
1st M. (I. and M. div.).....	100	100	100	100	100	100
1st M. (I. and D. ext.).....	100	100	100	100	100	100
1st M. (H. & D. div.).....	100	100	100	100	100	100
1st M. (C. & M. div.).....	100	100	100	100	100	100
Consolidated B. F.....	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2	125 1/2
Cinc. & Northwestern.....	175 1/2	125 1/2	125 1/2	127 1/2	128 1/2	128 1/2
Preferred.....	138 1/2	139	139 1/2	140	140	140
1st mortgage.....	107	107	107	107	107	107
Sinking Fund 6s.....	100	100	100	100	100	100
Consolidated 7s.....	100	100	100	100	100	100
Consol. Gold bonds.....	100	100	100	100	100	100
Do. reg.....	100	100	100	100	100	100
Chic., Rock Isl. & Pac.....	137	136 1/2	137 1/2	138	137	137
6s, 1917, c.....	100	100	100	100	100	100
Clev., Col. C. and Ind.....	89 1/2	90 1/2	91 1/2	91 1/2	92	92
1st mortgage.....	100	100	100	100	100	100
Clev. & Pittsburg guar.....	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2	137 1/2
7s, Consolidated.....	100	100	100	100	100	100
4th mortgage.....	100	100	100	100	100	100
Col., Ohi., & Ind. (ent.).....	21	21 1/2	22 1/2	22 1/2	21 1/2	21 1/2
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Del. & Hudson Canal.....	107 1/2	108 1/2	108 1/2	108 1/2	108 1/2	108 1/2
Reg. 7s, 1891.....	100	100	100	100	100	100
Reg. 7s, 1884.....	100	100	100	100	100	100
7s, 1894.....	100	100	100	100	100	100
Del. Lack. & Western.....	129 1/2	124 1/2	125 1/2	126 1/2	126 1/2	126 1/2
1st mortgage 7s.....	125	125	125	125	125	125
7s, Consol. 1907.....	100	100	100	100	100	100
Erie Rail way.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mort. 6s, ext.....	100	100	100	100	100	100
3d mortgage.....	100	100	100	100	100	100
4th mort. 6s, ext.....	100	100	100	100	100	100
5th mortgage.....	100	100	100	100	100	100
7s, Consol. gold.....	100	100	100	100	100	100
Great Western 1st mort.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
Hannibal & St. Joseph.....	200	225	115	114	100	100
Preferred.....	110	115	115	114	112	112
8s, Convertible.....	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2	93 1/2
Houston & Tex. Cent.....	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2
1st Mortgage.....	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2
Illinois Central.....	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2	129 1/2
Lake Shore & Mich. So.....	123 1/2	123 1/2	124 1/2	124 1/2	123 1/2	123 1/2
Consol. 7s.....	125	125	125	125	125	125
Consol. 7s, reg.....	125	125	125	125	125	125
3d Consolidated.....	100	100	100	100	100	100
Leb. & W. B. 7s, Con.....	100	100	100	100	100	100
Long Dock bonds.....	100	100	100	100	100	100
Louisville & Nashville.....	96 1/2	96	97	96	97 1/2	97 1/2
7s Consolidated.....	100	100	100	100	100	100
Manhattan.....	21 1/2	20 1/2	21 1/2	22 1/2	21 1/2	21 1/2
Metropolitan Elevated.....	83 1/2	83 1/2	84 1/2	85 1/2	85 1/2	85 1/2
1st Mortgage.....	98 1/2	99	98 1/2	98 1/2	98 1/2	98 1/2
Michigan Central.....	94 1/2	96 1/2	97 1/2	97 1/2	94 1/2	94 1/2
7s, 1902.....	100	100	100	100	100	100
M. S. and N. I. 1st, S. F.....	100	100	100	100	100	100
Morris and Essex.....	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
7s of 1871.....	100	100	100	100	100	100
7s, Convertible.....	100	100	100	100	100	100
7s, Consolidated.....	100	100	100	100	100	100
N. Y. Cent. & Hud. Riv.....	143	143 1/2	143 1/2	144 1/2	145	145
6s, Sinking fund, 1893.....	100	100	100	100	100	100
6s, Sinking fund, 1887.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage, reg.....	100	100	100	100	100	100
N. Y. Elevated.....	105 1/2	105 1/2	107	107 1/2	107 1/2	107 1/2
1st mortgage.....	115	115	115	115	115	115
N. York and Harlem.....	100	100	100	100	100	100
Preferred.....	100	100	100	100	100	100
1st mortgage.....	100	100	100	100	100	100
2d mortgage, reg.....	100	100	100	100	100	100

New York Stock Exchange.

(Thursday's quotations follow money article.)

Closing Prices for the week ending Sept. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
N. Y., Lake Erie & W.....	43 1/2	43 1/2	43 1/2	44 1/2	43 1/2	43 1/2
Preferred.....	88	88 1/2	88 1/2	89 1/2	88 1/2	88 1/2
2d Consolidated.....	101 1/2	101 1/2	101 1/2	102 1/2	101 1/2	101 1/2
New 2d 5s fund.....	100	100	100	100	100	100
N. Y., N. Haven & Hart.....	100	100	100	100	100	100
North Missouri 1st M.....	100	100	100	100	100	100
Northern Pacific.....	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2	40 1/2
Preferred.....	92 1/2	93 1/2	91 1/2	92 1/2	91 1/2	91 1/2
Ohio and Mississippi.....	45 1/2	45 1/2	42 1/2	45 1/2	44 1/2	44 1/2
Preferred.....	110	104 1/2	113	113	113	113
2d mortgage.....	122	104	113	113	113	113
Consolidated 7s.....	122	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Consol. Sinking fund.....	122	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Pacific Mail S. S. Co.....	45 1/2	51 1/2	51 1/2	51 1/2	51 1/2	51 1/2
Pacific R. R. of Mo.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
Panama.....	61 1/2	65 1/2	64 1/2	64 1/2	64	64
Philadelphia & Reading.....	140	140	140	140	139	139
Pitts., Ft. W. & Chi. gen.....	140	140	140	140	139	139
1st mortgage.....	100	100	100	100	100	100
2d mortgage.....	100	100	100	100	100	100
3d mortgage.....	100	100	100	100	100	100
Pullman Palace Car.....	145	145 1/2	145 1/2	145 1/2	145 1/2	145 1/2
Quicksilver Mining Co.....	60	45 1/2	45 1/2	46 1/2	47	47
St. Louis & San Fran.....	72 1/2	72 1/2	73 1/2	73 1/2	73 1/2	73 1/2
Preferred.....	108	108 1/2	108	108	108 1/2	108 1/2
St. L., Alton and T. H.....	108	108 1/2	108	108	108 1/2	108 1/2
Preferred.....	108	108 1/2	108	108	108 1/2	108 1/2
1st mortgage.....	108	108 1/2	108	108	108 1/2	108 1/2
2d mortgage, preferred.....	108	108 1/2	108	108	108 1/2	108 1/2
Income bonds.....	108	108 1/2	108	108	108 1/2	108 1/2
St. L., Iron Mt. & S.....	108	108 1/2	108	108	108 1/2	108 1/2
1st mortgage.....	108	108 1/2	108	108	108 1/2	108 1/2
2d mortgage.....	108	108 1/2	108	108	108 1/2	108 1/2
Tol., F. & W. R. I. D.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
1st mort., West. Div.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
Union Pacific.....	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2	117 1/2
1st mortgage.....	100	100	100	100	100	100
Land Grant 7s.....	100	100	100	100	100	100
Sinking Fund 8s.....	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2	124 1/2
United States Express.....	65	65	65	65	65	65
Wabash.....	109	109	109	109	109	109
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
7s, Consolidated.....	110	110	110	110	110	110
St. Louis Division.....	100	100	100	100	100	100
Wabash, St. L. & Pac.....	49 1/2	49 1/2	49 1/2	51 1/2	50 1/2	50 1/2
Preferred.....	88	87 1/2	88	89	88 1/2	88 1/2
New Mort. 7s.....	100	100	100	100	100	100
Wells-Fargo Express.....	180	180	180	180	180	180
Western Pacific bonds.....	111	111	111	111	111	111
Western Union Tel.....	89 1/2	89 1/2	91 1/2	92 1/2	89 1/2	89 1/2
7s, S. F. conv., 1900.....	100	100	100	100	100	100

Boston Stock Exchange.

Prices for the week ending Sept. 14.

	Th. 8.	F. 9.	Sat. 10.	M. 12.	Tu. 13.	W. 14.
Atch., Top. and San. Fe.....	138 1/2	138 1/2	138	139 1/2	139	139
1st mortgage.....	.....	.....	.....	.....	.....	.....
2d mortgage.....	.....	.....	.....	.....	.....	123
Land Grant 7s.....	.....	.....	.....	.....	.....	.....
Boston and Albany.....	.....	.....	167 1/2	.....	.....	.....
7s, reg.....	.....	.....	.....	.....	.....	113
Boston and Lowell.....	.....	.....	.....	.....	.....	164
Boston and Maine.....	163	.....	132 1/2	.....	.....	164
Boston and Providence.....	.....	.....	.....	.....	.....	.....
Boston, Hart. & Erie 7s.....	69	69 1/2	70	72	72	72
Burl. & Mo. R. L. G. 7s.....	.....	.....	.....	.....	.....	.....
Burl. & Mo. R. In Neb.....	117 1/2	.....	.....	116 1/2	.....	.....
6s, exempt.....	.....	.....	.....	.....	.....	.....
4s.....	.....	.....	.....	.....	.....	.....
Uhl., Burl. and Quincy.....	.....	110 1/2	157 1/2	169 1/2	162 1/2	.....
7s.....	24 1/2	.....	24 1/2	26	26	.....
Uin., Sand. & Clew. (\$50).....	.....	.....	.....	.....	.....	.....
Concord (\$40).....	.....	.....	.....	.....	.....	.....
Connecticut River.....	.....	.....	.....	.....	.....	.....
Eastern.....	.....	.....	49	47 1/2	.....	.....
New 4 1/2 Bonds.....	110	.....	.....	110 1/2	110	.....
Fitchburg.....	.....	.....	.....	.....	.....	.....
Kan. C., Top. & West.....	.....	.....	.....	.....	.....	.....
Michigan Central.....	.....	.....	.....	.....	.....	.....
N. Y. & New England.....	.....	.....	70	71 1/2	.....	.....
7s.....	.....	.....	.....	.....	.....	.....
Northern, N. H.....	.....	.....	157 1/2	.....	.....	.....
Norwich & Worcester.....	.....	.....	.....	.....	.....	.....
Ogden & Lake Cham.....	.....	.....	44	.....	.....	.....
Preferred.....	.....	129 1/2	.....	.....	.....	.....
Old Colony.....	.....	.....	.....	.....	.....	.....
Ph., Wil. & Balt. (\$50).....	.....	.....	.....	.....	.....	.....
Port'd, Sac. & Ports.....	.....	.....	.....	.....	.....	115
Pueblo & Ariz. Val.....	.....	.....	.....	.....	.....	.....
7s.....	.....	.....	110	.....	.....	119 1/2
Pullman Palace Car.....	142	144 1/2	144 1/2	.....	.....	.....
Union Pacific.....	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2	122 1/2
5s.....	.....	.....	.....	.....	.....	.....
Land Grant 7s.....	.....	.....	.....	.....	.....	.....
Sinking Fund 8s.....	.....	.....	.....	.....	.....	.....
Vermont and Canada.....	.....	.....	.....	.....	.....	.....
Vermont and Mass.....	.....	.....	.....	.....	.....	.....
Worcester and Nashua.....	.....	.....	.....	.....	.....	.....
Cambridge (Horse).....	125	.....	.....	.....	.....	.....
Metropolitan ( " ).....	.....	68	.....	.....	.....	.....
Mid-Mexico ( " ).....	.....	.....	.....	.....	.....	.....
Al. & Mecla Mining Co.....	219 1/2	219 1/2	219 1/2	219 1/2	220	.....
Quincy.....	.....	36 1/2	35 1/2	37	.....	.....

inst., approved an official circular for distribution among the stockholders, setting forth that the money realized from the increase of the capital stock and the surplus revenues of the company have been expended in building car works, &c., at Pullman, Illinois, and in devoting over \$1,500,000 to increase the rolling stock and construction material, to its equipment and to the payment of its debenture bonds; that the interest of the company requires a further expenditure of \$2,000,000 upon its railway, water, sewerage and other improvements, including 750 more homes for its workmen; that the income from these investments will be a fair return for the outlay, and authorizing 25 per cent increase of the entire capital stock of the company, giving stockholders the option to subscribe at par for the new stock pro rata, all shares subscribed for to be paid for on or before November 16. The new stock will commence earning dividends November 1, 1881.

The closing quotations on Thursday were: Adams Express, 137@138; American Express, 88@89; American District Telegraph, 50@54; Chicago, Burlington and Quincy, 161@162; Canada Southern, 65½@65¾; Chicago and Northwestern, 126½@126¾; do. pref., 139¾@140; Central of New Jersey, 95½@95¾; Chicago and Rock Island, 137@138; Central Pacific, 91½@91¾; Chicago, Milwaukee and St. Paul, 119½@119¾; do. pref., 131¾@133; Cleveland, Columbus, Cincinnati and Indianapolis, 91½@92; Columbus, Chicago and Indiana Central, 21¼@21½; Delaware and Hudson Canal, 109½@109¾; Delaware, Lackawanna and Western, 126@126¼; Hannibal and St. Joseph, 250@250; do. pref., 113¼@114; Illinois Central, 131@131½; Lake Erie and Western, 54@55; Lake Shore and Michigan Southern, 123½@123¾; Metropolitan Elevated, 83¼@84½; Manhattan Elevated, 21¼@21½; Michigan Central, 93¼@93¾; New York Elevated, 107¼@107¾; New York, Lake Erie and Western, 43¾@44; New York Central and Hudson River, —@141¼; Ohio and Mississippi, 44¼@45; Ohio Central, 28½@28¾; Texas and Pacific, 52@52½; Union Pacific, 123½@123¾; United States Express, 70@70½; Wells Fargo Express, 130@132; Western Union Telegraph, 89¾@89¾; Wabash, St. Louis and Pacific, 50¾@51; do. pref., 88½@88¾.

The following quotations of sales of Railroad and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchafson, Col. and Pacific consol., 102; Boston and New York Air Line, 66; Cedar Falls and Minnesota, 27; Chesapeake and Ohio 1st pref., 40¼; do. 2d pref., 31; do. cur. int., 57½; do. 1st, Series B, 86; Chicago, St. Paul Minneapolis and Omaha, 43¼; do. pref., 106¾; do. consol., 103¼; Chicago, St. Louis and New Orleans, 77; Central Iowa, 38; Col., Ohi. and Ind. Cent. Inc., 77; do. 1st, Trust Co. cert. ass., sup., 123; Chicago, Milwaukee and St. Paul 1st S. W. div., 106½; Chicago and Northwestern Int. bonds, 198½; Cairo and Fulton 1st, 110½; Cleveland and Toledo S. F., 111; Denver and Rio Grande, 88½; do. 1st, 117½; do. 1st consol., 111½; E. St. Tenn., Va. and Ga., 16¼; do. pref., 31; do. inc., 60; Galveston, Houston and Henderson 1st, 80; International and Gr. North-

ern 1st, 109½; Indiana, Bloomington and Western, 47¼; do. 1st, 92½; do. 2d, 80; Indianapolis, Decatur and Springfield 1st, 106; do. 2d inc., 61; Kansas Pacific 1st consol., 107½; do. 6s, Denver div. ass., 111; Keokuk and Des Moines 1st, 105; Lehigh and Wilkesbarre consol. ass., 110½; Louisville, New Albany and Chicago, 75; Louisiana and Missouri River, 23; Long Island, 50; Lake Erie and Western, 55¼; do. 1st, 108; do. inc., 72; do. 1st Sandusky div., 103; Louisville and Nashville Gen'l mort., 6s, 106½; do. N. O. and M. 1st, 103; do. St. Louis div. 2d, 54; Mississippi Bridge 1st, 105; Michigan Central 5s, 97½; Manhattan Beach, 29; Marietta and Cincinnati 1st pref., 17½; do. 2d pref., 12½; Mobile and Ohio, 37½; do. 1st debent., 96; 2d debent., 69¾; do. 3d debent., 60; Missouri, Kansas and Texas, 41¼; do. consol. 7s, 106; Missouri Pacific, 107¾; Milwaukee, Lake Shore and Western, 52¼; do. 1st, 105¾; Memphis and Charleston, 78¾; Nashville, Chattanooga and St. Louis, 89½; do. 1st, 118¼; New York, Ontario and Western, 31½; do. pref., 88; Norfolk and Western, 25½; do. pref., 57; Northern Pacific 1st, 103; Nevada Central 1st, 100; Ohio Central, 28½; do. 1st, 100; do. inc., 56½; Ohio Southern, 27; do. inc., 48; do. 1st, 94; Oregon Railway and Nav., 165½; do. 1st, 109; Peoria, Decatur and Evansville, 41¾; do. 1st, 107½; do. inc., 85; Rome, Watertown and Ogdensburg 1st consol., 97; Rochester and Pittsburgh, 32½; do. 1st, 102¾; do. inc., 45; Richmond and Allegheny, 47¼; do. 1st, 105; St. Louis, Kansas City and Northern, Omaha div., 1st, 118½; St. Louis and San Francisco 2d Class B, 95; do. C., 98; do. Equip., 101; St. Paul, Minn. and Man., 103¼; St. Louis and Iron Mt. 1st, pref. inc., 9½; do. 2d pref., inc., 90; do. 5s, 91; Toledo, Delphos and Burlington, 27; do. inc., 50; Texas and Pacific, 52½; do. Inc., L. G., 79; do. Rio Grande div. 1st, 92; Arkansas 7s, L. R. and F. S., 15; Louisiana consol. 7s, 67½; South Carolina 6s, non-fund., 12; Am. Dist. Tel., 50; Colorado Coal and Iron, 54½; do. 6s, 93½; Cam. Coal, 42; Maryland Coal, 26; New Central Coal, 27; Sutro Tunnel, 1¾; Central Mining, 1¾; Excelsior, 1¾; Ontario, 86½; Standard, 21¼.

Philadelphia.—Belvidere Delaware 2d mort., 107; Central Transp., 42; Catawissa new pref., 55; Huntingdon and Broad Top Mt. consol. 5s, 94½; do. 1st, 120; Pennsylvania Canal 6s, 100; Pennsylvania R. R. 4¼s, 101; Texas and Pacific, 52; do. consol. mort. 6s, 102; do. Rio Grande, 92¼; West Jersey 2d, 124; West Philadelphia, 109. The latest quotations are: City 6s, 110@124; do. free of tax, 127@130; do. 4s, new, 102@113; Pennsylvania State 6s, 3d series, 101¼@102; do. 5s, new loan, 118@120; do. 4s, new, 110@114; Philadelphia and Reading R. R., 32@32½; do. consol. mort. 7s, coup. 125@—; do. reg., 125@—; do. mort. 6s, 122@125; do. 7s, 1893, —@125; do. new conv., —@69; United New Jersey R. R. and Canal, 190¼@190¾; Buffalo, Pittsburg and Western, 22¼@22½; Pittsburg, Titusville and Buffalo 7s, 99@100; Camden and Amboy mort. 6s, 1889, 115½@116½; Pennsylvania R. R., 64¾@64¾; do. gen'l mort., coupon, 122@127; do. reg., 127@—; do. consol. mort. 6s, reg., —@123; Little Schuylkill R. R., 56¼@56¾; Morris Canal, pref.,

160@—; Schuylkill Nav., 6@7; do. pref., 12½@13; do. 6s, 1882, 98@95; do. 1872, 107@—; Elmira and Williamsport pref., 56½@60; do. 6s, 110@—; do. 5s, 100@104; Lehigh Coal and Navigation, 44¾@44¾; do. 6s, 1884, 107@—; do. R. R. loan, 116@116¼; do. Gold Loan, 115½@116½; do. consol. 7s, 119@120; Northern Pacific, 40¾@40¾; do. pref., 82@82½; North Pennsylvania, 59½@60½; do. 6s, 105@—; do. 7s, 122½@123½; do. Gen'l mort. 7s, reg., 120@124; Philadelphia and Erie, 23½@—; do. 7s, —@118; do. 5s, —@109; Minehill, 62¾@62¾; Catawissa, —@21; do. pref., 56½@57; do. new pref., 54¾@55½; do. 7s, 1900, 118@—; Lehigh Valley 61¾@62; do. 6s, coupon, —@127; do. reg., —@127; do. 2d mort. 7s, 133¼@134½; do. consol. mort., 118@122; Fifth and Sixth streets (horse), 136@150; Second and Third, 118@114; Thirteenth and Fifteenth, 79@80; Spruce and Pine, 45@50; Green and Coates, 90@100; Chestnut and Walnut, 95@98; Hestonville, —@22; Germantown, —@80; Union, 110@125; Lombard and South 24¼@25½; West Philadelphia, 110@—; People's, 33¼@33¾; Continental, 105@108.

Baltimore.—Atlanta and Charlotte, 78; do. 1st, 110; Atlantic Coal, 135; Baltimore and Ohio 1st pref., 127; Baltimore City 6s, 1884, 107; do. 6s, 1890, 119; do. 5s, 1900, 123; do. 5s, 1894, 118½; do. 5s, 1916, 126; do. 4s, 1920, 112½; Columbia and Greenville 1st, 103¼; do. 2d, 95; Canton 6s, gold, 108; Maryland Defense 6s, 106; Marietta and Cincinnati 1st Sterling, 118; Norfolk and Western pref., 54¼; Richmond and Danville, 101½; South Side 3d, 103½; Virginia Midland 1st pref., 75; do. 2d mort., 109¼; do. 4th, 55; do. 5th, 94¾; Virginia Peckers, 39¾; do. coupons, 21½; Wilmington, Columbia and Augusta, 110. The latest quotations are: Atlanta and Charlotte, 77@78; Baltimore and Ohio, 195@196½; Baltimore City 6s, 1890, 117½@—; do. 5s, 1900, 123@—; do. 5s, 1916, 125½@—; do. 4s, 1920, 112½@114½; Central Ohio 1st, 109¼@—; Columbia and Greenville 1st, 103@103½; Canton 6s, gold, 107¾@108; Marietta and Cincinnati 1st, 122@123; do. 2d, 90½@91½; do. 3d, 47½@47½; Northern Central, 52½@53¼; do. 6s, 1900, gold, 116½@—; do. 6s, 1904, gold, 114@115; do. 5s, 1926, 100½@101½; Norfolk and Western, 56@57; Pittsburg and Connellsville 7s, 121½@—; Richmond and Danville, 101½@105; Richmond and Allegheny, 44@—; Virginia Midland 1st, 70@73; do. 5th —@95; Virginia Consols., 78½@78¾; do. consol. coupons, 92½@93; do. 10-40s, 52¾@52¾; Western Maryland 2d, Washington County guar., 112@—.

Boston.—Atlantic and Pacific 6s, 102; do. Inc., 48; Atchafson, Topeka and Santa Fe 5s, 97; Boston Water Power, 8½; Boston Land, 9; Burlington and Missouri River in Nebraska 6s, non-exempt, 106½; Central of Iowa, 37½; Cincinnati, Sandusky and Cleveland 7s, 106; Connecticut and Passumpsic Rivers R. R., 93; Connotton Valley, 25; Chicago and West Michigan, 87½; Chicago, Milwaukee and St. Paul 6s, Dubuque div., 106½; Flint and Pere Marquette, 32; do. pref., 101½; Iowa Falls and Sioux City, 89; Kansas City, St. Joseph and Council Bluffs 7s, 119; Kansas City, Fort Scott and Gulf pref., 127; do. 7s, 112½; do. Branch 7s, 111½; Little Rock and Ft. Smith, 78½; Louisiana and Missouri River, 23½; do. pref., 44½; Mexican Central Block

new, 94½; do. old, 110½; do. 7s, 89¾; Marquette, Houghton and Ontonagon, 71; do. 6s, 104; Massachusetts Central 6s, 99¾; New Mexico and Southern Pacific 7s, 119; Ogdensburg and Lake Champlain consol., 6s, 103¼; Rutland, 6½; do. pref., 28; do. 6s, 105; Republican Valley, 120½; do. deferred, 120; Sonora block, 200; Summit Branch, 19; Southern Kansas and Western 7s, 113; Toledo, Delphos and Burlington, 13¾; do. 6s, M. L., 49; do. inc. Davison div., 47½; Wisconsin Central, 24½; do. 7s, 80; do. 2d, 55; Wisconsin Valley 7s, 114¼; Atlantic Mining Co., 15½; Aztec, 50c.; Allouez, 3¾; Arnold, 50c.; Atlas, 25c.; Brunswick Antimony, 8; Blue Hill, 3; Copper Falls, 4; Crescent, 1½; Catalpa, 1¾; Dana, 45c.; Douglas, 2½; Franklin, 13¾; Harshaw, 7; Hanover, 40c.; Humboldt, 50c.; Napa consol. Quicksilver, 7; National, 2½; Osceola, 29¾; Pontiac, 75c.; Pawabic, 15½; Phoenix, 1¾; Ridge, 4¾; Silver Islet, 32; Sullivan, 4¾; Winthrop, 55c.

Minnesota State Railroad Bonds.

The Supreme Court of Minnesota on the 10th inst. rendered a unanimous decision in which it settles two pre-eminent and principal questions in regard to the Minnesota State Railroad bonds. First, it holds that the question presented to it is primarily whether a writ of prohibition can issue to retain the tribunal created by the law of last winter from action. The Court says it is first met by the objection that the act of last winter is void, because the constitutional amendment of 1860, declaring that no provision shall ever be made for the payment of the State railway bonds without a submission to the people, prohibited the Legislature from passing the act in question, which was a measure making provision for the payment. The validity of the amendment of 1860 is thus directly involved. If valid, it withdrew from the Legislature the power to make provision for the payment of the bonds, while if void, of course, it could interpose no obstruction. If invalid, it is upon the ground that it impairs the obligation of contracts, and so is in violation of section 10 of Article I of the Constitution of the United States. A contract of this character is not a contract within the meaning of the clause of the United States Constitution, because there is no judicial remedy for its enforcement. The Court refers to the preposterous consequence of holding that the hundreds of millions of State bonds in existence had no obligation which could be impaired by legislation because no judicial remedy existed for their enforcement where the Judges, who were contemporaneous with the adoption of the Constitution, held that the clause against impairing the obligation of contracts protected the executory contracts of States, and says that no decision since that time has ever held or intimated the contrary. The analogous cases of municipal bonds are freely referred to. The Court sees no distinction in principle between what a Legislature may do in repealing a law providing for municipal taxation and one providing for taxation directly by the Legislature of each State to pay the obligations of the State. A different Governmental department is intrusted with the duty, but it is as much the duty of the

Legislature in the one case as of the Courts in the other.

The Court then proceeds to inquire whether the restraint upon the Legislature, requiring a submission to the people, merely affects the remedy, and concludes that, withdrawing the absolute power from the Legislature, and prohibiting their action without a vote of the people, practically interferes with and impairs the obligations of the contract. Cases are cited in support of this from decisions on Municipal bonds, holding that the addition of the requirement that the consent of an additional party to the performance of a contract, if it is entered into, is null and void as impairing the contract obligation. Having thus arrived at the conclusion that the constitutional amendment is void, the Court devotes the remaining part of the opinion to showing that as the act attempts to shift the responsibility of deciding this question from the Legislature, which ought to have decided it, to the tribunal created for the purpose, it is void, as being a delegation of legislative power.

Illinois Central Railroad.

During the month of August, 1881, the traffic on the lines operated by this company was: (estimated)

In Illinois.....	\$349,984 00
In Iowa (Leased Lines).....	182,402 00

Total.....\$532,386 00

—being the heaviest August traffic the road has ever done.

The traffic for the same month in 1880, on the same mileage, was: (actual)

In Illinois.....	\$594,945 98
In Iowa (Leased Lines).....	137,808 71

Total.....\$732,754 69

During August, 1881, the Land Sales were 1,376.93 acres for \$7,224 32 and the cash collected on Land Contracts was \$8,301 18.

L. A. CATLIN, Secretary.

N. B.—A Dividend of \$3 50 per share was payable September first.

Cincinnati Iron Market.

REPORTED BY E. L. HARPER & Co.

Cincinnati, Sept. 13, 1881.

The market is stronger than reported last week owing to the advance in prices of manufactured iron. Consumption is great but the stock of raw material is light. We quote as follows:

FOUNDRY.

	No.	Mo.
Hanging Rock Charcoal 1....	26 00@27 00	4
Strong Neutral Coke 1....	22 50@23 50	4
American Scotch 1....	20 00@21 50	4

GREY FORGE.

Neutral Coke.....	20 00@21 50	4
Cold Short.....	19 00@20 00	4

CAR WHEEL AND MALLEABLE.

Hanging Rock Cold Blast.....	36 00@38 00	4
" Warm ".....	30 00@32 00	4
Lake Superior 1 and 2.....	32 00@33 00	4
Lake Superior 3 to 6.....	34 00@36 00	4
Southern Car Wheel.....	34 00@35 00	4

The work of laying telegraph lines in China is being vigorously pushed. They are working be-

tween Soochow and Shanghai, but only for official business.

The Mexican Central Railway Company has received advices from the Mexican Government that the latter has accepted the road from Mexico to Tula—the first 93 kilometres of the main line—and that the Mexican National or Independence Day, September 16, has been appointed for the celebration of the work. In October 160 kilometres of the road will be railled, when the company will be entitled to \$1,125,000 in subsidy upon this section.

The Baltimore and Cumberland Valley Railroad, which was opened on the 12th inst., extends from Edgemont on the west side of the Blue Ridge Mountain, to Shippensburg, Cumberland county, Pennsylvania, by way of Waynesboro and Chambersburg, and is an extension of the Western Maryland Railroad in a northwesterly direction. It crosses the Cumberland Valley Railroad at Chambersburg.

The lines of the P. H. Philadelphia, Wilmington and Baltimore Railroad formally passed into the control of the Pennsylvania Railroad Company on the 1st inst. Official changes were made some time ago, and the executive duties of the new acquisition are performed by the heads of departments of the Pennsylvania Railroad, whose system is now in full force.

All the telegraph line, property, and estate formerly belonging to the Bankers' and Brokers' Telegraph Company, between the cities of New York and Washington, has been conveyed to the Western Union Telegraph Company for the sum of \$120,000. The conveyance was made by John H. Wells and wife.

"The Erlanger system," which has leased the Cincinnati Southern Railroad, is made up of the following roads: the Alabama Great Southern, 290 miles; the Vicksburg and Meridian, 142 miles, and the Vicksburg, Shivesport and Pacific, (in progress), length of road in operation, 73 miles.

The roadbed of the Oregonian Railway Company (narrow gauge) has been graded all the way from Brownsville to Coburg, Lane county, and it is expected trains will be running by October 1st, in time to carry off this year's grain crop.

The product of the Quincy Mining Company for August, is: Barrel work 600,840 lbs.; masses 34,410 lbs.; total 635,250 lbs., or 317 1250-2000 tons, against 400,555 lbs., or 200 555-2000 tons same month last year.

The permanent location of the Memphis and Vicksburg Railroad has been commenced, starting from the west bank of the Yazoo river.

A branch of the Lehigh Valley Railroad is to be built from Landsdown, a depot on that line, to Clinton, N. J.

Fifty miles of track were laid on the Rio Grande Division of the Texas and Pacific Railway during the month of August.

RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend.

Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock out-standing.	Dividend Periods.	Last Dividend Payable.
Ashbury and Susquehanna.....100	13,500,000	J. & J.	Jan. '81 24	Little Schuylkill.....100	1,244,100	J. & J.	July '81 24	Ware River.....100	475,000	J. & J.	July '81 24
Ashuelot.....100	210,000	quarterly	July '81 14	Louisville & Nashville.....100	18,130,000	F. & A.	Aug. '81 3	Warren (N. J.).....100	1,800,000	A. & O.	Jan. '80 3
Atch. Pop. & Santa Fe.....100	10,400,000	quarterly	Aug. '81 2	Louisv. N. Alb. & Ohio.....100	3,000,000	J. & D.	Dec. '70 3	Warwick Valley.....100	225,000	J. & J.	July '80 3
Atlanta and West Point.....100	1,232,200	J. & J.	July '81 4	Lowell and Andover.....100	500,000	J. & J.	July '80 3	Westchester & Phil. pref. 100	821,300	J. & J.	July '80 2
Atlanta and St. Law.....100	5,000,000	M. & S.	Sept. '81 3	Lowell and Lawrence.....100	200,000	A. & O.	Apr. '78 2	West Jersey.....100	1,559,750	F. & A.	Nov. '79 2
Augusta and Savannah.....100	1,022,900	J. & D.	June '80 24	Lykens Valley.....100	600,000	F.M.A.N.	Feb. '79 24	Wilmington & Weldon.....100	1,453,300	J. & D.	Nov. '79 2
Avon, Genesee & Mt. M.....100	225,000	A. & O.	Jan. '78 5	Manchester and Law.....100	1,000,000	M. & N.	May '81 5	Winchester & Potomac.....100	190,000	J. & J.	Jan. '79 3
Baltimore and Ohio.....100	14,216,900	M. & N.	May '81 5	Marietta & Cincinnati.....100	1,408,912	M. & S.	Sept. '66 3	Winchester & Strasburg.....100	500,000	J. & J.	July '81 3
Washington Br. pref. 100	4,569,578	J. & J.	July '81 5	" " 1st pref. 50	8,130,779	M. & S.	Sept. '66 3	Worcester and Nashua.....75	1,789,800	J. & J.	July '81 14
Berkshire.....100	600,000	quarterly	Apr. '81 14	" " 2d pref. 50	4,460,368	M. & S.	Sept. '66 3	HORSE-POWER R. R.			
Boston and Albany.....100	20,000,000	quarterly	Sept. '81 2	Massachusetts.....100	400,000	F. & A.	Aug. '81 3	Albany City.....100	110,800	- & -	-
Mo. Clin. F. & N. Bd. 100	1,371,600	- & -	-	Memphis & Charleston.....25	5,312,725	J. & D.	Jan. '69 3	Baltimore City.....25	1,000,000	J. & J.	July '81 4
Washington Br. pref. 100	1,750,100	- & -	-	Metropolitan Elevated.....100	6,500,000	quarterly	Apr. '81 24	Balt. Oct. & El. Mills.....100	-	J. & J.	Jan. '80 3
Agricultural Br. guar. 100	80,000	J. & D.	June '76 3	Michigan Central.....100	18,738,204	quarterly	Aug. '81 1	Boston & Chelsea pref. 50	121,000	A. & O.	Apr. '81 3
Bost. Con. & Mont. pref. 100	800,000	M. & N.	May '81 3	Middlesex Central.....100	2,136,484	F. & A.	Aug. '81 3	Broadway (Brooklyn).....100	300,000	J.A.J.O.	Apr. '78 4
Boston and Lowell.....500	3,250,000	J. & J.	July '81 2	Mill Creek & Minehill.....50	323,375	J. & J.	July '81 5	Broadway & 7th Av. (N.Y.) 100	4,100,000	J.A.J.O.	Apr. '79 24
Boston and Maine.....500	6,921,274	M. & N.	May '81 4	M. Hill & Schuyl. Hav. 50	3,856,450	J. & J.	July '81 34	Brooklyn & Hunter's Pt. 100	400,000	A. & O.	Apr. '79 3
Boston and Providence.....100	4,000,000	M. & N.	May '81 4	Missouri Pacific.....100	2,416,000	quarterly	July '81 1	Brooklyn City.....100	2,000,000	F.M.A.N.	Aug. '79 3
Attleborough Branch.....100	131,700	J. & J.	July '81 34	Mobile & Montgomery.....100	2,794,800	F. & A.	Feb. '80 24	Bushwick (Brooklyn).....100	309,000	J. & J.	July '71 3
East. Revere B. & Lynn.....100	350,000	J. & J.	July '81 3	Morris and Essex.....50	16,000,000	J. & J.	July '81 34	Cambridge.....100	503,500	J.A.J.O.	Apr. '81 44
Buffalo, N. Y. and Erie.....100	980,000	J. & D.	June '81 3	Mt. Carbon & Pt. Carbon.....50	282,350	M. & N.	July '81 3	Can. Park N. & E. Riv. 100	1,965,400	J. & J.	Jan. '79 3
Burl. & Mo. Riv. in Neb. 100	837,900	quarterly	Feb. '79 2	Nashua and Lowell.....100	1,529,000	J. & D.	Dec. '79 3	Citizens (Phila.).....50	500,000	J. & J.	Jan. '79 3
Camden and Atlantic.....50	377,400	quarterly	Apr. '80 34	Nashua and Rochester.....100	1,308,800	A. & O.	Apr. '81 14	Citizens (Phg.).....50	200,000	M. & N.	Nov. '77 3
" " pref. 50	888,311	quarterly	Apr. '80 34	Nashville and Decatur.....100	1,529,000	J. & D.	Dec. '79 3	Coney Island & Brookl. 100	800,000	A. & O.	Oct. '80 5
Camden & Burl. Co. 100	381,926	J. & J.	July '81 3	Nash., Chat. & St. Louis. 25	6,575,256	A. & O.	Apr. '80 14	Continental (Phila.).....50	180,000	J. & J.	July '81 6
Cape May and Millville.....50	447,000	J. & D.	June '80 6	Naugatuck.....100	2,000,000	J. & J.	Sept. '81 3	D. Dock E. B'dw. & Bat. 100	1,200,000	F.M.A.N.	May '79 2
Catawba.....50	1,169,000	Oct. 'ber	Oct. '80 14	Nequehoning Valley.....50	1,000,000	M. & S.	Sept. '81 3	Elizabeth and Newark.....100	200,000	- & -	-
" " 3d pref. 50	2,200,000	M. & N.	May '81 34	N. Castle & Beaver Val. 50	1,500,000	quarterly	Oct. '79 24	42nd St. & G. St. Ferry.....100	748,000	M. & N.	May '79 6
Cayuga and Susquehanna.....50	882,110	J. & J.	Jan. '80 4	N. Haven & Northamp. 100	1,418,800	quarterly	Oct. '79 24	Frankf. & Southw. (Ph.) 50	600,000	A. & O.	Apr. '80 4
Cedar Rapids & Mo. R. 100	6,850,400	F.M.A.N.	Aug. '81 24	New London Northern.....100	89,428,230	quarterly	July '81 2	Germantown (Ph.).....50	1,000,000	J. & J.	July '80 5
Central of Georgia.....100	7,000,000	F. & A.	Aug. '81 24	New York and Harlem.....100	5,600,000	J. & J.	July '81 4	Girard College (Ph.).....50	500,000	J. & J.	July '71 3
Central of New Jersey.....100	18,663,200	quarterly	July '81 3	" " pref. 100	1,500,000	annually	Apr. '81 3	Grand St. and Newton.....100	170,000	J. & J.	July '79 2
Central Ohio.....50	2,425,000	J. & J.	July '81 3	New York & Long Br. 100	2,600,000	quarterly	Apr. '81 24	Green & Coates St. (Ph.) 50	600,000	J. & J.	July '79 6
" " pref. 50	400,000	J. & J.	July '81 3	New York Elevated.....100	7,107,100	quarterly	Apr. '81 24	Heston, Mantau & Fairm. 50	2,050,000	J. & J.	Jan. '75 14
Central Pacific.....100	54,276,500	F. & A.	Aug. '81 3	N.Y., Lake Erie & West. 100	7,107,100	quarterly	Apr. '81 24	Highland.....100	600,000	J. & J.	July '81 4
Chemung.....100	380,000	J. & J.	July '81 14	" " pref. 100	8,145,700	J. & J.	Jan. '81 5	Lomb. & South Sta. (Ph.) 25	105,000	A. & O.	Oct. '79 24
Cheshire, preferred.....100	2,155,300	J. & J.	July '81 14	N. Y., N. H. & Harf. 100	15,500,000	J. & J.	Jan. '81 5	Lynn and Boston.....100	300,000	M. & N.	May '81 4
Chicago and Alton.....100	10,065,400	M. & S.	Sept. '81 4	N. Y., Provid. & Boston. 100	3,000,000	quarterly	Aug. '81 2	Malden and Melrose.....100	200,000	- & -	-
" " pref. 100	2,425,400	M. & S.	Sept. '81 4	Nig. Bridge & Canard.....100	1,600,000	J. & J.	July '80 3	Metropolitan (Boston).....100	1,500,000	J. & J.	July '81 4
Chicago, Burl. & Quincy.....100	3,004,456	M. & S.	Sept. '81 2	North Carolina.....100	4,000,000	M. & S.	Mar. '80 3	Middlesex (Boston).....100	550,000	M. & N.	May '81 34
Chi. Clin. Dub. & Minn. 100	6,156,000	A. & O.	Apr. '79 24	N. Eastern (S. C.) pref. 100	95,000	M. & N.	Nov. '77 4	N. Y., Bay Ridge & Jam. 100	102,440	- & -	-
Chicago, Iowa & Nebraska 100	1,916,261	A. & O.	July '81 4	North Pennsylvania.....50	4,621,156	quarterly	Aug. '81 14	Ninth Avenue (N. Y.).....100	797,320	- & -	-
Chi. Mil. and St. Paul.....100	16,410,261	A. & O.	Oct. '81 34	Northern Central.....50	5,842,000	J. & J.	July '81 3	Orange and Newark.....100	232,555	- & -	-
" " pref. 100	12,479,483	A. & O.	Oct. '81 34	Northern N. Hampsh. 100	3,088,400	J. & D.	June '81 3	People's (Phila.).....25	206,054	- & -	-
Chicago & N. Western.....100	14,988,277	J. & D.	June '81 3	Northern New Jersey.....100	1,000,000	J. & J.	July '77 2	Philadelphia City.....50	475,000	J. & J.	July '79 2
" " pref. 100	21,528,358	quarterly	June '81 14	Norwich & Worcester.....100	2,604,400	J. & J.	July '81 5	Philadelphia and Darby 20	200,000	J. & J.	July '77 2
Chicago, B. I. & Pacific.....100	50,000,000	quarterly	Aug. '81 14	Ogdens & L. Champ. 100	2,077,000	J. & J.	July '76 2	Phila. and Grey's Ferry 20	284,775	J. & J.	Jan. '77 2
Chicago & West Mich. 100	6,181,000	F. & A.	Feb. '81 24	" " pref. 100	2,000,000	A. & O.	Apr. '78 4	Pbg. Alleg. & Manchester 50	200,000	quarterly	Apr. '78 3
Chi. Ham. & Dayton.....100	3,800,000	A. & O.	Oct. '80 2	Ohio and Mississippi.....100	20,000,000	quarterly	Mar. '75 34	Ridge Avenue (Ph.).....50	750,000	A. & O.	Apr. '79 14
Chi. Band. & Cleve. pref. 50	429,037	M. & N.	May '81 3	Old Colony.....100	4,030,000	J. & D.	Mar. '75 34	Second Avenue (N. Y.).....100	1,199,500	J.A.J.O.	Apr. '78 2
Clev. Ool. Clin. & Ind. 100	16,991,800	F. & A.	Feb. '81 5	Oregon Railway & Nav. 100	4,435,000	quarterly	Aug. '81 2	Second & Third St. (Ph.) 40	982,100	quarterly	Jan. '79 3
Cleveland & Mahoning.....50	2,057,569	M. & N.	Nov. '79 4	Owego and Syracuse.....100	428,400	F. & A.	Aug. '81 4	17th & 19th streets (Ph.) 50	500,000	J. & J.	Jan. '78 4
Cleveland & Pittsburgh.....50	11,236,150	quarterly	Sept. '81 14	Panama.....100	7,000,000	Aug. 1, 1881	24,246	Sixth Avenue (N. Y.).....100	750,000	M. & N.	Nov. '77 4
Columbus and Xenia.....100	1,786,200	M.J.B.D.	Sept. '81 14	Paterson and Hudson.....100	632,000	J. & J.	July '81 4	Somerville (Boston).....100	113,000	M. & N.	May '81 3
Colum. & Hocking Val. 100	2,500,000	F. & A.	Aug. '81 20	Paterson and Newark.....100	250,000	J. & J.	July '81 4	South Boston.....100	600,000	V. & J.	July '81 4
Concord.....100	1,600,000	M. & N.	May '81 5	Paterson and Ramapo.....100	248,000	J. & J.	July '81 4	Third Avenue (N. Y.).....100	2,000,000	F.M.A.N.	Nov. '80 4
Concord and Port. 100	350,000	J. & D.	June '81 34	Pemb. & Hightstown.....50	342,150	J. & J.	July '80 3	13th & 15th street (Ph.) 100	1,000,000	J. & J.	July '71 4
Conn. & Passump. Riv. 100	2,175,700	F. & A.	Aug. '81 3	Pennsylvania.....50	68,870,200	M. & N.	May '81 4	23d street (N. Y.).....100	600,000	J. & J.	Jan. '79 4
Connecticut River.....100	2,100,000	J. & J.	July '81 4	Peoria & Bureau Val. 100	1,200,000	F. & A.	Feb. '81 4	Union (Boston).....100	374,300	J. & J.	July '81 4
Cumberland Valley.....50	1,292,950	J.A.J.O.	Jan. '81 24	Philadelphia and Erie.....50	6,004,300	J. & J.	Feb. '81 4	Union (Phila.).....50	400,000	J. & J.	July '81 7
" " 1st pref. 50	241,900	A. & O.	Oct. '80 4	" " pref. 50	2,400,000	J. & J.	Jan. '75 4	West Philadelphia.....50	400,000	J. & J.	July '77 10
" " 3d pref. 50	242,000	A. & O.	Oct. '80 4	Phil. Ger. & Norristown.....50	1,626,250	M.J.B.D.	8 pt. 81 3	CANALS.			
Danbury and Newfalls.....100	600,000	quarterly	June '81 14	Philadelphia & Reading.....50	32,726,375	quarterly	Jan. '76 24	Chesapeake & Delaware.....50	1,983,505	J. & D.	June '75 2
Dayton & Michigan.....50	2,401,528	A. & O.	Oct. '80 14	" " pref. 50	1,551,800	quarterly	July '76 34	Delaware Division.....50	1,533,350	Aug. '81 14	Aug. '81 14
" " pref. 50	1,211,250	quarterly	July '81 2	Phila. and Trenton.....100	1,259,100	quarterly	July '81 24	Delaware and Hudson.....100	20,000,000	quarterly	July '81 24
Delaware.....2	1,230,950	J. & J.	Jan. '81 3	Phila. Wil. & Balt. 100	11,572,760	J. & J.	July '81 24	Delaware and Haritan.....100	5,847,400	quarterly	July '81 24
Del. & Bound Brook.....100	1,584,400	quarterly	Aug. '81 14	Pittab. Ft. W. & Chi. 100	19,714,285	quarterly	July '81 14	Lehigh Coal & Navigat. 50	10,848,560	J.S.D.M.	Sept. '76 14
Del. Lackaw. & Westin. 100	2,830,000	quarterly	July '81 14	" " Special Imp. 100	6,504,300	quarterly	July '81 14	Monongahela Navigat. 50	1,003,500	J. & J.	July '81 2
Detroit, Lana. & Nor. 100	1,825,600	F. & A.	Aug. '80 24	Tittfield & N. Adams.....100	450,000	J. & J.	Jan. '80 24	Morris (consolidated).....100	1,025,000	F. & A.	Feb. '78 2
" " pref. 100	2,503,380	F. & A.	Aug. '81 34	Urt. Saco & Portam.....100	1,500,000	J. & J.	July '81 3	" (preferred).....100	1,175,000	F. & A.	Feb. '78 5
Dubuque & Sioux City.....100	6,000,000	A. & O.	Apr. '81 24	Profile and Franconia.....100	1,000,000	Annual	Nov. '80 8	Pennsylvania.....100	4,937,950	- & -	-
East Pennsylvania.....50	1,200,200	J. & J.	July '81 3	Providence and Worcester.....100	2,000,000	J. & J.	July '81 3	Schuyl. Nav. (common) 50	1,808,207	annually	Aug. '81 56
East Mahanoy.....50	392,950	J. & J.	July '81 3	Republican Valley.....100	888,000	quarterly	Feb. '80 2	" (pref.) 50	2,888,977	annually	Aug. '81 56
East Teon. Va. & Ga. 100	5,000,000	A. & O.	Apr. '81 3	Senselaer & Saratoga.....100	6,000,000	J. & J.	Jan. '81 4	MISCELLANEOUS.			
Eastern (Mass.).....100	4,997,000	J. & J.	July '73 3	Shoshone Island & Mass. 100	175,575	- & -	Jan. '81 3	Adams Express.....100	12,000,000	quarterly	May '81 2
Eastern (N. H.).....100	492,500	J. & D.	June '81 24	Richmond & Petersh. 100	1,008,600	J. & J.	Jan. '81 3	American Express.....50	18,000,000	J. & J.	July '81 24
Elk River.....100	3,000,000	quarterly	Sept. '81 30	Roche & Genesee Val. 110	555,200	J. & J.	Jan. '79 3	Amoskeag Manuf. Co. 100	3,000,000	J. & D.	June '81 5
Elmira, Jof. & Canand.....100	500,000	Sept.	Sept. '80 5	Stome, Water, and Ogd. 100	2,998,900	J. & J.	July '75 3	Calumet and Hecla Mining.....100	100,000	F.M.A.N.	Aug. '81 30
Elmira & Williamsport.....50	500,000	M. & N.	May '81 14	Swanton preferred.....100	4,163,700	F. & A.	Aug. '81 14	Central Mining Co. 100	100,000	F. & A.	Aug. '81 3
" " pref. 50	500,000	J.									

RAILROAD EARNINGS—MONTHLY.

	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
Burl. C. Rapids & Nor.:													
1880.....	184,316	165,170	188,325	141,652	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,113
1881.....	167,750	124,510	148,851	184,680	165,630	205,912	.....	.....	.....	.....	.....	.....	.....
Central Pacific:													
1879.....	1,059,166	1,056,691	1,290,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,356,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000	1,874,000	2,068,000	2,063,000	1,859,000	2,059,000	.....	.....	.....	.....	.....
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,764	536,842	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881.....	487,890	461,641	511,415	548,675	528,860	616,935	671,466	.....	.....	.....	.....	.....	.....
Chicago and Northwestern:													
1879.....	1,008,321	889,623	1,107,042	1,125,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,373
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,666,432	1,699,686	1,767,900	1,957,951	2,031,000	1,820,600	1,490,339	19,423,684
1881.....	1,222,250	957,300	1,162,362	1,454,361	1,863,676	2,231,900	1,928,099	2,261,207	.....	.....	.....	.....	.....
Chicago, Burl. & Quincy													
1879.....	1,105,098	982,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,327,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,328,912	17,311,690
Chicago, Mil. & St. Paul:													
1880.....	764,298	738,749	900,675	871,041	1,135,000	1,037,958	1,026,708	991,297	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	991,000	683,000	917,000	1,260,000	1,538,000	1,731,000	1,569,000	1,678,000	.....	.....	.....	.....	.....
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134	259,208	232,146	218,093	236,995	.....	.....	.....	.....	.....	.....
1881.....	128,555	101,955	166,999	253,677	309,794	404,241	364,680	.....	.....	.....	.....	.....	.....
Cin., Ind. St. L. and Chicago:													
1880.....	155,697	172,541	198,220	168,199	186,995	200,332	204,138	.....	.....	.....	.....	.....	.....
1881.....	171,466	160,981	185,004	175,484	188,794	158,256	178,861	.....	.....	.....	.....	.....	.....
Clev. Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	352,521	319,445	358,820	450,186	475,096	497,824	436,327	368,714	348,092	4,440,514
1881.....	299,903	271,176	344,602	347,098	338,423	398,914	380,134	.....	.....	.....	.....	.....	.....
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961	164,852	191,695	295,455	372,190	396,472	.....	.....	.....	.....	.....
1881.....	307,476	317,681	399,493	433,312	514,767	584,230	548,284	606,193	.....	.....	.....	.....	.....
Hannibal & St. Joseph:													
1880.....	176,079	168,965	216,327	205,735	191,317	179,396	224,312	212,896	209,068	240,339	204,116	257,241	2,537,954
1881.....	153,067	126,113	173,557	188,124	177,002	194,949	198,110	.....	.....	.....	.....	.....	.....
Houston and Texas Central:													
1880.....	319,041	429,803	237,745	247,807	188,120	195,329	227,679	289,360	.....	.....	.....	.....	.....
1881.....	359,706	434,475	325,209	267,082	226,399	227,323	237,666	306,462	.....	.....	.....	.....	.....
Illinois Central:													
1880.....	595,219	613,806	613,008	535,732	665,120	681,736	724,095	732,755	506,836	880,211	782,120	674,161	8,304,812
1881.....	600,472	492,851	536,395	632,063	636,870	761,354	717,094	832,386	.....	.....	.....	.....	.....
Indiana, Bloomington and Western:													
1880.....	80,498	89,960	84,225	90,375	85,733	106,953	103,438	116,732	.....	.....	.....	.....	.....
1881.....	90,383	83,261	77,713	103,555	102,630	96,586	83,764	117,956	.....	.....	.....	.....	.....
Louisville and Nashville:													
1880.....	674,455	575,035	612,593	563,693	655,014	976,239	772,537	827,088	931,910	1,000,326	953,086	949,124	9,491,345
1881.....	916,960	805,124	947,959	850,862	828,725	1,227,885	820,000	.....	.....	.....	.....	.....	.....
Mobile and Ohio:													
1880.....	250,116	204,094	168,301	140,091	129,249	117,272	130,740	140,593	.....	.....	.....	.....	.....
1881.....	219,243	211,353	226,358	164,027	145,416	132,692	131,009	159,348	.....	.....	.....	.....	.....
Nashville, Chat. and St. L.:													
1880.....	205,633	191,154	169,457	155,466	158,839	144,130	151,594	.....	.....	.....	.....	.....	.....
1881.....	178,143	190,866	207,710	183,525	164,430	154,549	150,430	.....	.....	.....	.....	.....	.....
New York and New England:													
1880.....	164,233	149,907	183,846	179,689	183,701	.....	210,257	249,885	.....	.....	.....	.....	.....
1881.....	189,749	173,614	212,019	212,869	215,371	.....	246,621	267,515	.....	.....	.....	.....	.....
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,214,636	2,211,010	2,022,623	2,194,423	2,546,028	2,923,396	2,898,556	2,801,835	2,846,916	29,367,451
1880.....	2,593,613	2,317,231	2,854,835	2,782,324	2,540,997	2,653,477	2,873,316	3,022,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881.....	2,404,713	2,293,463	2,668,250	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,381	1,352,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,574	1,786,417	1,898,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,425,765	1,847,261	1,709,067	1,776,691	1,794,963	.....	.....	.....	.....	.....	.....	.....
Northern Central:													
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,299	453,923	464,093	512,917	459,054	494,310	5,050,367
1881.....	386,157	382,657	452,906	467,173	465,588	487,287	440,811	.....	.....	.....	.....	.....	.....
Northern Pacific:													
1880.....	81,212	77,259	119,357	186,075	217,613	253,105	241,277	.....	.....	.....	.....	.....	.....
1881.....	109,805	79,976	145,835	214,755	299,880	368,276	404,180	.....	.....	.....	.....	.....	.....
Philadelphia and Erie:													
1880.....	224,307	245,372	327,678	334,947	311,470	331,024	308,699	.....	.....	.....	.....	.....	.....
1881.....	224,303	225,501	285,573	293,323	343,742	350,585	291,669	.....	.....	.....	.....	.....	.....
Philadelphia and Reading:													
1879.....	900,482	825,154	869,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,469,028	1,308,658	1,325,780	13,621,259
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794	.....	.....	.....
St. Louis and San Francisco:													
1880.....	195,695	199,644	197,470	174,502	175,864	173,148	213,955	.....	.....	.....	.....	.....	.....
1881.....	212,435	178,234	262,050	265,999	283,399	260,354	252,333	.....	.....	.....	.....	.....	.....
St. Louis, Alton and Terre Haute:													
1880.....	153,139	163,737	168,994	155,463	147,929	.....	.....	.....	.....	.....	.....	.....	.....
1881.....	169,458	170,418	204,009	194,776	163,285	.....	.....	.....	.....	.....	.....	.....	.....
St. Louis, I. Mt. & South'n:													
1880.....	555,933	490,195	451,580	408,241	349,053	353,454	442,555	565,869	661,400	678,200	636,725	655,100	6,258,471
1881.....	570,957	560,791	692,023	535,042	480,300	468,400	517,340	622,529	.....	.....	.....	.....	.....
St. Paul, Minn. and Man:													
1880.....	180,239	137,645	261,708	333,014	281,599	243,407	272,089	222,579	.....	.....	.....	.....	.....
1881.....	354,167	159,483	320,963	425,655	382,642	405,322	387,458	414,954	.....	.....	.....	.....	.....
Union Pacific Railway:													
1880.....	1,433,636	1,393,992	1,730,509	1,937,220	2,037,269	1,928,529	1,934,215	.....	.....	.....	.....	.....	.....
1881.....	1,416,340	1,403,240	1,667,420	2,032,146	2,396,467	2,590,969	2,598,826	.....	.....	.....	.....	.....	.....
Wabash, St. Louis & Pacific:													
1880.....	776,790	759,451	979,629	892,024	946,773	983,468	1,066,742	1,185,225	1,177,124	1,524,475	1,105,616	962,663	

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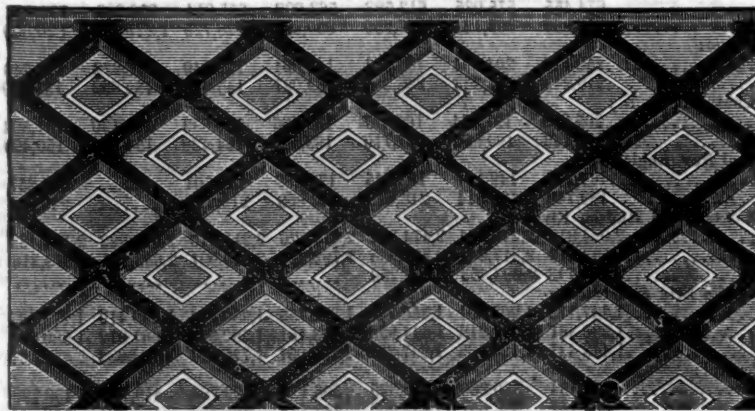


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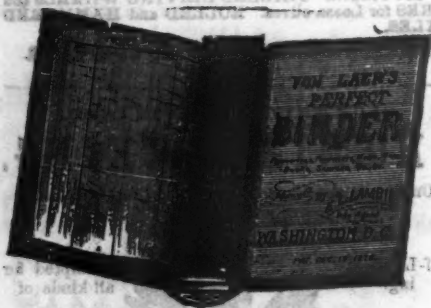
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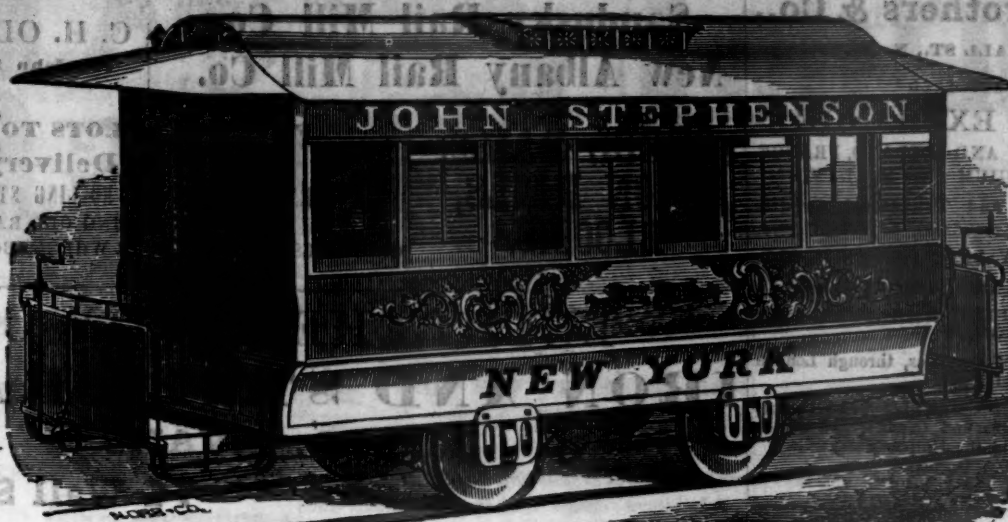
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